Appendix C

Land Use / Environmental Scan

Appendix C contains the Land Use / Environmental Scan prepared by Shapiro in support of the US 95 Coeur d'Alene Corridor Plan.

DRAFT ENVIRONMENTAL SCAN APPENDIX

INTRODUCTION

The purpose of the environmental scan is to identify the most critical environmental planning factors, including those land use, natural, and physical environmental factors that could affect the analysis and development of improvements options for the US 95 Corridor. Human elements, such as existing and zoned land use and major roads and highways, in relation to the natural elements (e.g., rivers and lakes, aquifer recharge zones) have the greatest constraint on any proposed new alignments or secondary route improvements.

Existing land use and land use regulations constrain new alignments. In addition, federal, state and local laws protect the water, air, cultural and natural resources within the region. Those environmental laws and regulations that guide or influence development within the US 95 study corridor are listed in **Exhibit 1** (all exhibits and tables are located at end of appendix).

The environmental scan is organized into two major study elements: human and natural. In general, the pattern of new commercial and residential development within the study area over the past decade has been concentrated in the US 95 Corridor. This pattern has resulted in concern about adequate traffic flow and ease of access within the communities east and west of the corridor.

HUMAN ELEMENTS

Current Land Use/Zoning

Data Sources

Data sources include zoning maps for Kootenai County, the City of Coeur d'Alene, the City of Dalton Gardens, the City of Hayden, the City of Post Falls, and the City of Rathdrum. **Map 1** depicts the generalized existing zoning for the US 95 Corridor. It was generated by compiling and consolidating various zoning districts into broad, generalized categories, such as commercial, residential, and manufacturing. Existing land use for the corridor study area is illustrated in **Map 2**. The map depicts generalized existing land use and is based primarily on Kootenai County zoning maps and city boundary lines. Within Coeur d'Alene, detailed existing land use data are available from the City.

Role in Corridor Planning

Existing land use and zoning information is important in the corridor planning process to help determine whether changes in land use may have an impact on transportation in the corridor. The location and distribution of commercial areas, employment areas, and housing have a direct impact on transportation needs. Currently, the high concentration of commercial retail uses along US 95 and Government Way requires that many area residents use the highway to meet daily shopping needs. Existing land use and zoning also provide information about the location of uses that may represent obstacles for road extensions or improvements. For example, the airport is a physical barrier that prevents extension of Ramsey Road and Huetter Road to the north.

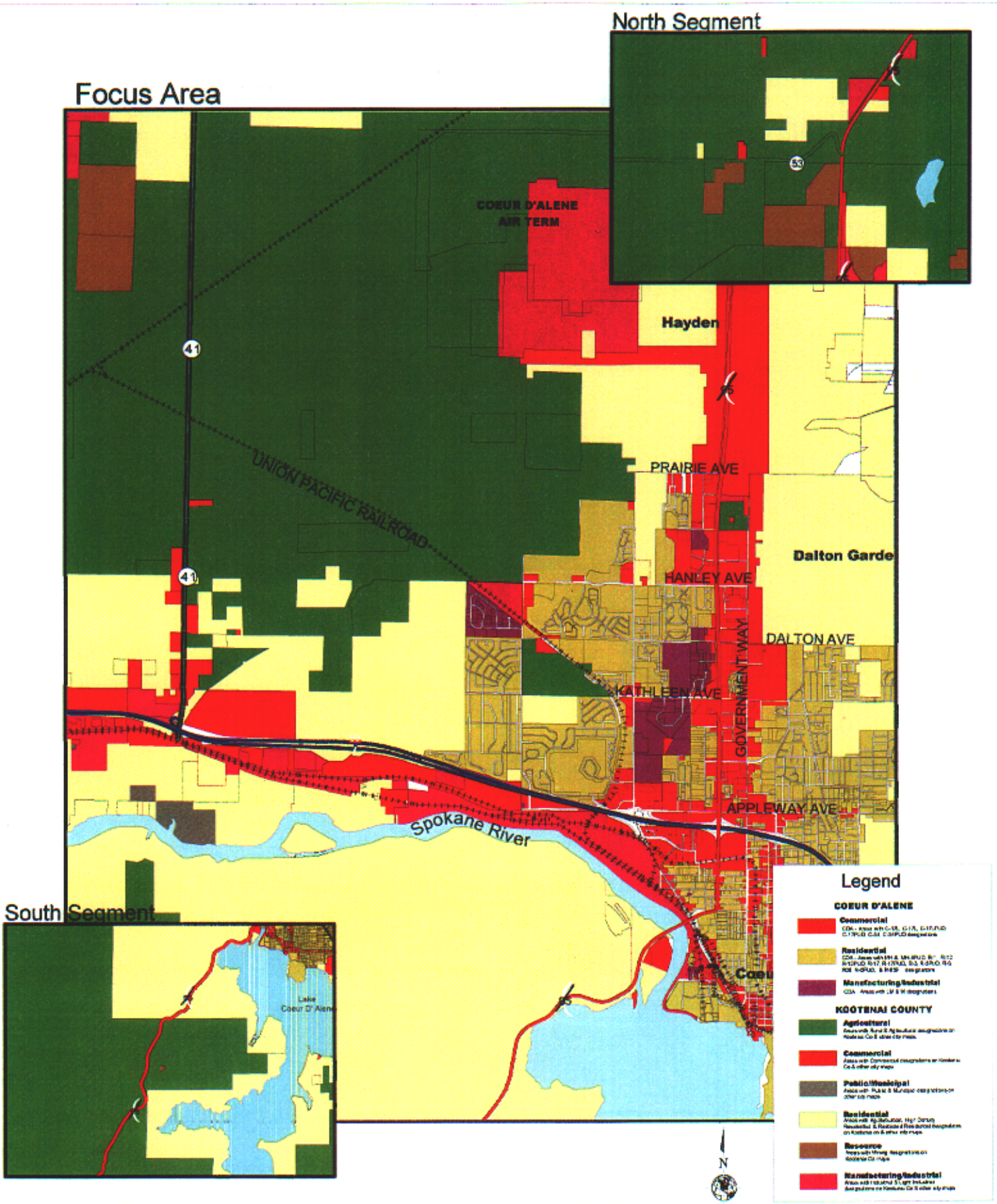
Role in Environmental Documentation

As part of the environmental documentation process, it will be necessary to look at issues such as noise impacts, community disruption, displacement, farmland impacts, and others. Land use information is necessary to evaluate these impacts. Any improvement concepts that are proposed through areas that include residential land use and residential zoning are likely to result in more community disruption and displacement than if a similar improvement is proposed through farmland. The level of detail required for land use and zoning analysis will depend on the improvement concepts proposed.

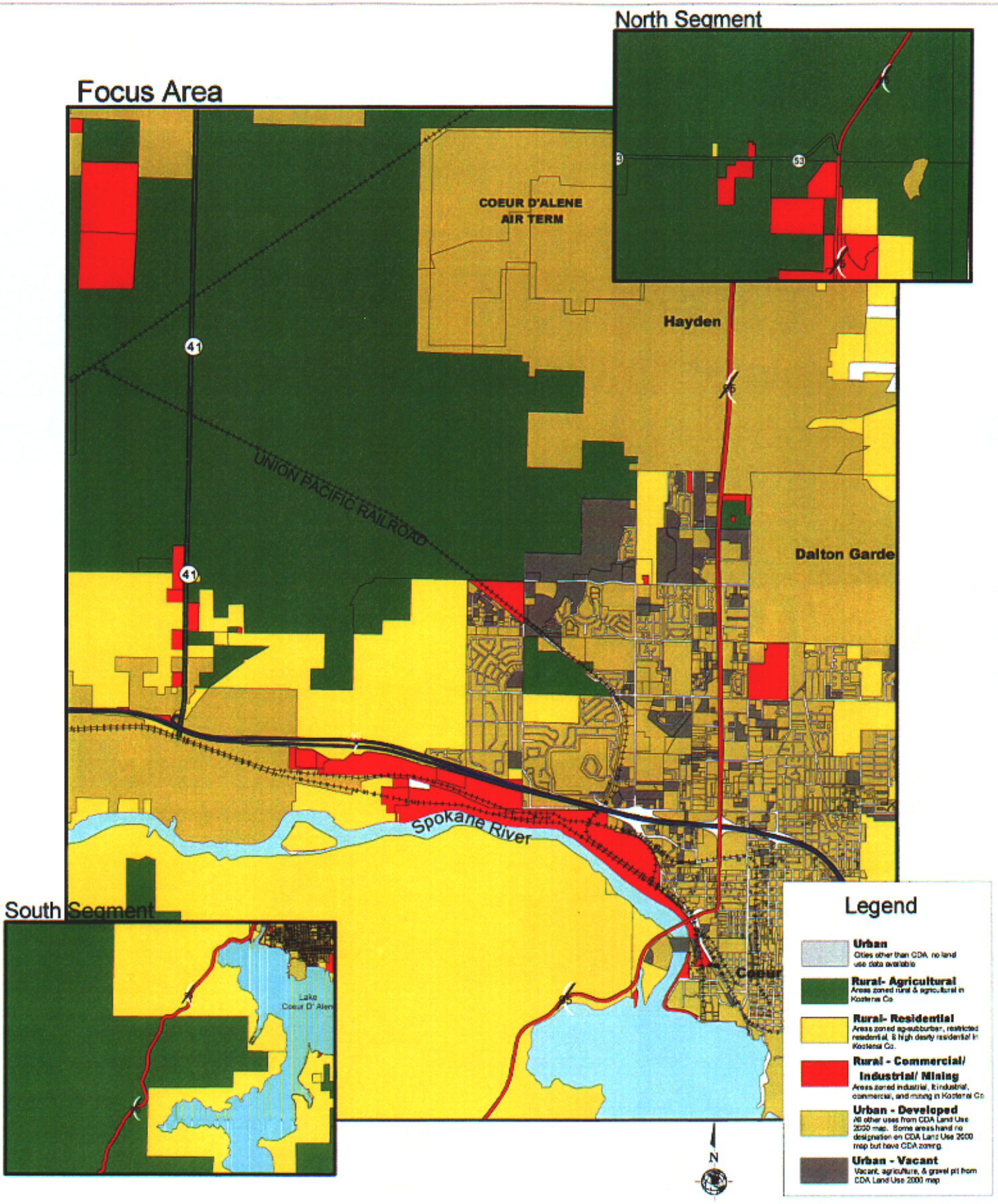
Inventory

The rolling hills and steep uplands in the southern part of the study area, near the Mica Flats area, are zoned for agriculture and rural use. Grazing and some cultivation of fields are the primary agricultural uses. Rural Residential is the predominant use classification from Mica Flats to the Spokane River. The area includes scattered single-family dwellings at rural sites. Both managed and unmanaged forestlands are scattered throughout this area. Ponderosa pine (*Pinus ponderosa*) and Douglas fir (*Pseudotsuga menziesii*) communities are the most prevalent. The forestland and topography south of the Spokane River create a significant barrier to development and transportation improvement.

North of the Spokane River, the US 95 Corridor is highly developed. Two major highways provide access to four of the communities on the Rathdrum Prairie. US 95 runs north-south and connects the cities of Coeur d'Alene, Dalton Gardens, and Hayden. This stretch is primarily urban commercial, with some areas zoned as industrial near the north end of the study area. I-90 runs east-west and joins Post Falls and Coeur d'Alene. This stretch is mostly urban, with a small section of rural-residential property separating the two cities. Other than the city of Rathdrum, the rest of the corridor is mostly zoned rural-residential or rural-agricultural.



Appendix C: Study Area Zoning



Appendix C: Study Area Existing Land Use

In general, commercial retail and service uses are concentrated along US 95, Government Way, and Appleway Avenue. The uses are auto-oriented and include major national retail chains, such as Albertsons, Target, Office Depot, J.C. Penney, and numerous new and used automobile sales lots. This concentration of retail and service uses along the highway and adjoining streets results in a high dependence on the automobile to meet daily shopping needs in the vicinity of the corridor.

I-90 is a heavily used route for commuters traveling to and from Spokane. The interstate also provides easy access to Post Falls. Numerous specialty retail, service, and industrial facilities are located along I-90 in Post Falls.

Planned Land Use

Data Sources

The Existing Land Use Map (**Map 2**) shows generalized planned land use according to city and county comprehensive plans. Data sources include comprehensive plan maps for Kootenai County, the City of Coeur d'Alene, the City of Dalton Gardens, the City of Hayden, the City of Post Falls, and the City of Rathdrum. The map was generated by compiling and consolidating various plan districts into broad, generalized categories.

Role in Corridor Planning

The comprehensive plans for each community identify how and where each local government intends to direct future growth. The Existing Land Use map illustrates areas that are planned for residential use, commercial use, and agricultural use. For corridor planning, it is important that the planning effort consider the long-range plans and goals of the local jurisdictions.

Role in Environmental Documentation

As part of the environmental documentation process, planned land use needs to be considered. Improvement concepts will likely be consistent with community comprehensive plans or identify plan changes that are needed for consistency.

Inventory

The City of Coeur d'Alene portrays planned/future land use with classifications including stable established, transition, and urban reserve. Kootenai County and other area cities use classifications such as residential, commercial/industrial, agricultural, resource lands, and so on. The most predominantly commercial areas follow the major highways and interstates of the corridor. Based on the planned land use patterns that concentrate future commercial uses in the

corridor, it is expected that area residents will continue to rely heavily on vehicle use within the corridor to meet shopping needs. New residential use to the west results in greater reliance on shopping and services within the corridor. The southern portion of the corridor is mostly residential in nature, while some resource and agriculture lands cover the central part of the Rathdrum Prairie and southern tip of the study area.

Prime Agricultural Farmland

Data Sources

Prime farmland descriptions and soil association maps were obtained from the Kootenai County Soil Survey published by the United States Department of Agriculture (USDA) Soil Conservation Service (SCS; currently known as the Natural Resource Conservation Service [NRCS]). David Brown, soil scientist for SCS, provided a list of soils that are considered prime farmland. Soil maps provided were digitized into ArcView format. Prime farmland soils are indicated in **Map 3**.

Role in Corridor Planning

As evidenced by the past two decades of land conversion from agricultural use to residential and commercial uses, especially in the northern half of the study area. Avoiding prime agricultural land is not feasible in locating any new roadway corridors. South of the Spokane River, There is only a single parcel of prime agricultural land. This parcel would most likely be avoided in the analysis of improvement concepts. Estimates of prime farmland impact will be documented as part of the more detailed evaluation of improvement concepts.

Role in Environmental Documentation

The USDA Farmland Conversion Impact Rating form will be used to analyze impacts of potential alignments on prime farmland and to weigh the benefit of the improvement concepts against the loss of the agricultural resource. This analysis will be performed during the analysis of improvement concepts. Improvement concepts should seek to minimize fragmentation of farmland and preserve convenient access to parcels.

Inventory

If irrigated, much of the northern half of the study area is classified by the NRCS as prime farmland. Approximately 66% of the Rathdrum Prairie is covered by Avonville fine gravelly silt loam which, if irrigated, is classified as prime farmland. Other areas with a similar classification occur near State Highway 41, south of Rathdrum (Garrison gravelly silt loam), and near the State Highway 53/US 95 interchange in the northwest part of the study area (Kootenai gravelly silt

loam). A small area west of Dalton Gardens is considered prime farmland without irrigation (Rathdrum silt loam; SCS 1975).

In the southern half of the corridor, much of the Mica Flats area is covered with Kruse silt loam. This is the only large area classified as prime farmland in the southern portion of the corridor (SCS 1975). The location of prime farmland within the corridor is shown in **Map 3**.

Land Ownership, Parks and Recreation, Utilities

Data Sources

Locations of state and federal lands were obtained from the Bureau of Land Management (BLM) surface land status map of the area. Detailed information about specific tracts of land was provided by Patrick Seymour, Idaho Department of Lands, and Scott Forsell, BLM. Detailed utilities information was provided by Bart Janson of Avista Utilities.

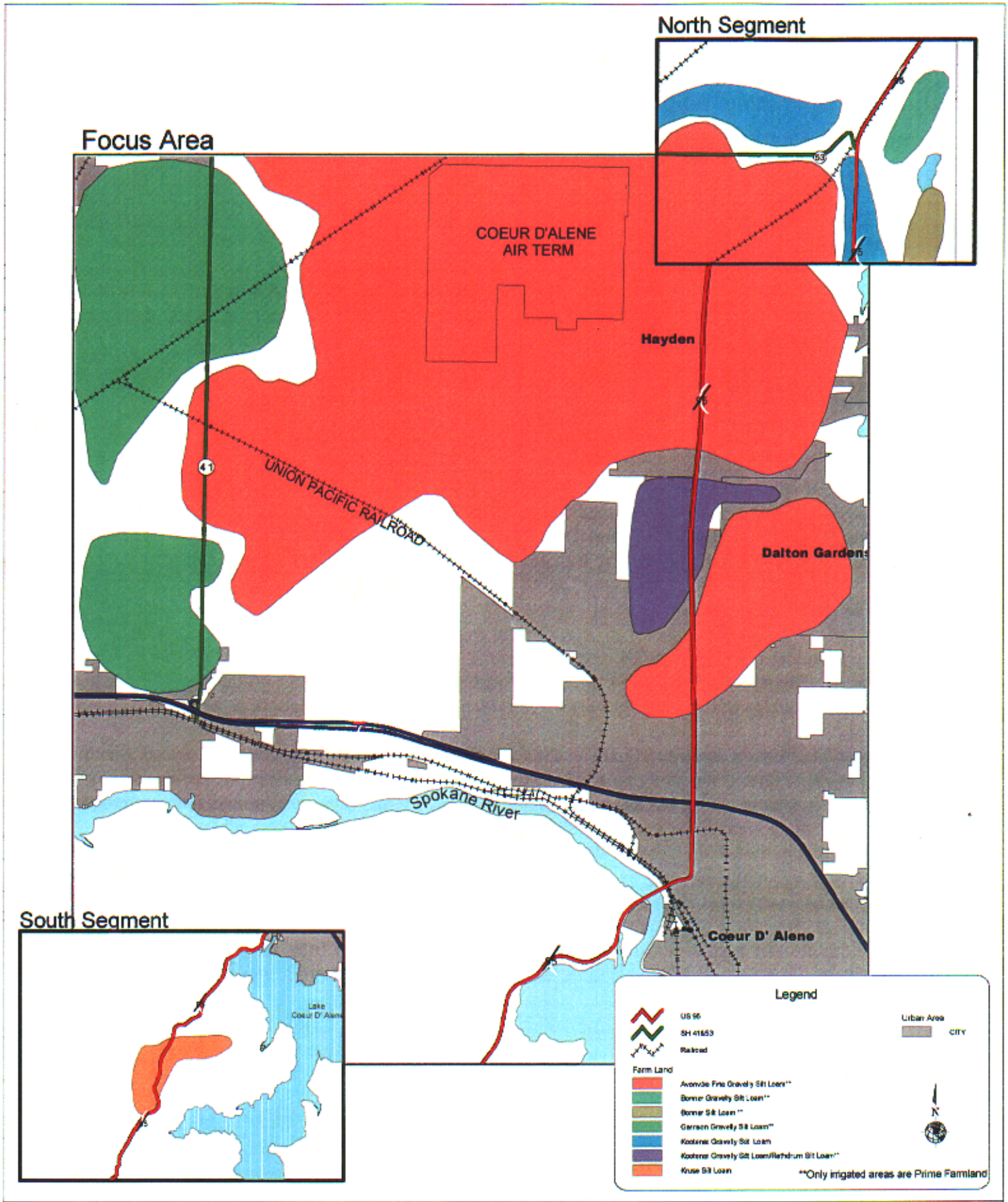
Role in Corridor Planning

Utility corridors typically provide opportunities for siting new roadways. This is not the case in this study. The major transmission lines, pipelines, and rail corridors run primarily southeast to northwest, whereas traffic needs to be accommodated in a north-south direction.

Parks and recreation areas exist in selected areas throughout the communities of Coeur d'Alene and along the bays in the study area. These managed facilities have minor influence on corridor planning; however, public access must be maintained. Public lands are limited and dispersed within the study area. A tree nursery under U.S. Forest Service jurisdiction may influence any development in the US 95 Corridor around Atlas Road.

Role in Environmental Documentation

Intrusion into any public or parklands would require a use permit from the authorizing agency and potentially a Section 4(f) evaluation from Federal Highway Administration.



Appendix C: Prime Farm Land

Inventory

U.S. Forest Service Lands

The USDA administers large tracts of land as National Forest near the study area. The Coeur d'Alene National Forest borders the eastern side of the corridor and covers much of the Coeur d'Alene mountain range. These forest areas are heavily used by residents of the corridor for recreational opportunities, such as hiking, fishing, camping, hunting, skiing, and snowmobiling. Within the corridor, the USFS nursery covers 222 acres. The nursery is located north of I-90 on Atlas Road. The location of these Forest Service lands is depicted in **Map 4** (BLM 1996).

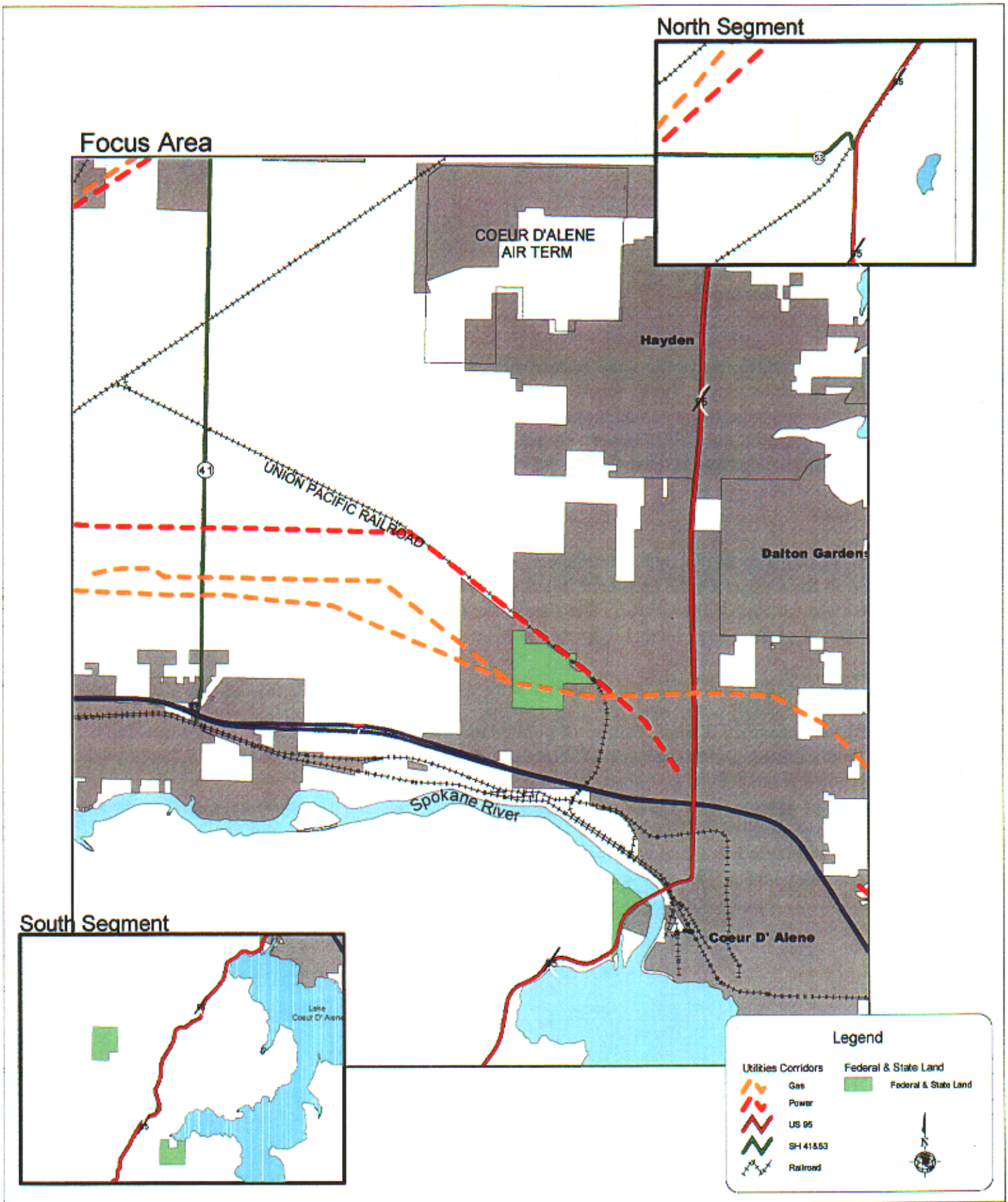
State Lands

The Idaho Department of Lands administers two areas within the US 95 Corridor. One section is located in the Cougar Creek Drainage in the southeast portion of the corridor. The other area is located west of Rathdrum. Both forested areas are used for timber production (Seymour 2001). The location of these state lands is depicted in **Map 4** (BLM 1996).

BLM Lands

The BLM administers a small portion of public land near Mica Bay. This property was acquired in a land exchange with the state. The area is now co-managed with Kootenai County as a campground (Forsell 2001).

Another area, located on Blackwell Island, was purchased by the BLM and has been proposed for use as a public recreation area and boat launch. This property is a seasonal use area because of high water levels. The public recreation area proposal is pending a State Waterway Grant (Forsell 2001). The location of these federal lands is depicted in **Map 4** (BLM 1996).



Appendix C: Land Ownership/Utility Corridors

Parks and Recreation

Areas within the US 95 Corridor provide recreation opportunities for visitors from all over the northwest. Area lakes such as Lake Coeur d'Alene and Hayden Lake offer water sports, such as boating and fishing. Beaches, public docks, and boat launch areas are scattered along the Lake Coeur d'Alene shoreline. Tourist attractions, such as the Fort Sherman Museum, allow visitors to appreciate the beautiful features of the area and understand its unique history. The corridor also offers hunting, camping, hiking, golf, and snowmobiling opportunities.

As of 1993, the City of Coeur d'Alene had 228 acres of open space. Based on the plan policies in the comprehensive plan, this had been determined to be adequate to service the city's 27,000 residents. With proposed annexation, future development, and population growth, the City of Coeur d'Alene will continue to develop additional park and recreation land (City of Coeur d'Alene 1995).

Utilities

Electricity is supplied by Avista Utilities and the Kootenai Electric Cooperative via several distribution lines. Avista also supplies natural gas to the area. Qwest Communications is the most prevalent telecommunications provider in the corridor. AT&T, MCI, and Sprint are the three main long-distance telephone service providers. Most of the area water is supplied by the Rathdrum Prairie/Spokane Valley sole source aquifer.

A Pacific Gas and Electric transmission pipeline runs northeast to southwest, southeast of Rathdrum (BLM, 1996). The Williams and Yellowstone gas pipelines run east to west across the northern parts of Post Falls and Coeur d'Alene (BLM 1996). The Bonneville Power Administration owns several large power transmission lines throughout the corridor. **Map 4** depicts the major utility locations within the US 95 Corridor.

Rail and Air Transportation

Role in Corridor Planning

It is important to ensure that no structures (including highway corridors) are constructed in areas that would interfere with aviation practices. These include areas that serve as runway protection areas, object-free areas, or other spaces defined by the Federal Aviation Administration (FAA) as inappropriate for development.

It is also important to ensure that no structures (including highway corridors) are constructed in areas that would interfere with railroad practices. These include active and abandoned railroad tracks, fencing and right-of-way, rail facilities, and crossing gates and other safety features.

Role in Environmental Documentation

Improvement concepts will not likely be proposed in or near rail facilities or areas defined by the FAA as inappropriate for this type of development. If an improvement concept has potential to infringe on right-of-way, a special use permit would be required from the railroad owner or FAA during the permitting process.

Inventory

Map 4 illustrates the location of major railroads and airports within the study area. Three major railroad companies maintain several miles of track across the Rathdrum Prairie. A historical railroad grade is all that remains from the abandoned Chicago Milwaukee, St. Paul and Pacific (CMSP & P) Railway, which served Rathdrum in the early 1900s. The active Burlington Northern (formerly Northern Pacific) Railroad runs southwest to northeast through the Rathdrum. The Union Pacific Railroad maintains several miles of track connecting Coeur d'Alene and other area cities on the Rathdrum Prairie. It runs in the southwest-to-northeast and northwest-to-southeast directions. The Burlington Northern Railroad connects Post Falls and Coeur d'Alene, following along the Spokane River.

The Coeur d'Alene Airport, located on the outskirts of Hayden, is the only major air terminal in the US 95 Corridor. At this time, the airport serves corporate and private aircraft. No commercial airlines service the Coeur d'Alene Airport.

The railroad and airport facilities may present obstructions to connectivity and improvement of streets through the corridor. Railroads on the Rathdrum Prairie may have historic significance under Section 106 of the National Historic Preservation Act. If determined eligible to the National Register of Historic Places, the railroads could potentially constitute 4(f) properties (see the Cultural Resources Section).

Cultural and Historic Resources

Data Sources

Lists of historic structures protected under the National Register of Historic Places were obtained from the Idaho State Historical Preservation Office (SHPO) The US 95 corridor has had much development pressure over the past decade and many cultural surveys have taken place, the records of such being in the SHPO.

Role in Corridor Planning

A number of historic railroads and structures on the National Register of Historic Places are located within the study area. These general factors will be incorporated in the evaluation and selection of the improvement options. However, because of the sensitivity of these sites, the data will not be mapped. Historical and archaeological resources will be critical factors in the evaluation of improvement concepts.

Role in Environmental Documentation

Locations of known archaeological sites must be obtained by a licensed archaeologist from the Idaho SHPO office. During the improvement concepts analysis, Class II surface surveys will be conducted to ascertain the potential for archaeological sites. Locations of historically significant structures on the National Register of Historic Places will also be researched through SHPO during the improvement concepts analysis as part of the environmental documentation. Field investigations will be necessary to locate and determine the cultural significance of any sites within the study area.

Inventory

According to SHPO, a variety of cultural and historic resources have been recorded throughout the study area. Areas with the greatest concentration of recorded historic buildings are in downtown Coeur d'Alene near Sherman Avenue, and within the City of Hayden.

Many of the railroads in the corridor were recorded as cultural resources during previous investigations for pipelines and transportation projects. Railroads such as the Northern Pacific, CMSP & P, and Spokane International cross the Rathdrum Prairie. Some of the tracks have been abandoned or removed, but others remain active and still connect area cities. These railroads were built to support mining, logging, and tourism that flourished in the early 1900s. The Northern Pacific Railroad (now Burlington Northern), which runs through Rathdrum, is an active, historic railroad that was originally constructed in the 1880s. The CMSP & P Railroad, which also runs through Rathdrum, was constructed in the early 1900s. It went bankrupt in the 1940s. A historic railroad grade is all that remains of the abandoned railway. A segment of the Spokane International Railway, constructed in 1905, runs southwest to northeast, connecting Coeur d'Alene and other area cities. The railway is now owned and operated by Union Pacific Railroad. The Burlington Northern Railroad also operates a line within the study area not recorded by the SHPO as a cultural resource. It connects Post Falls and Coeur d'Alene, following the Spokane River.

The entire US 95 route within the corridor has been recorded as a cultural resource by SHPO. Portions of an old road next to the present highway near Mica Creek are recorded as cultural resources and could potentially be part of the old US 95.

According to records at SHPO, few prehistoric resources have been recorded within the study area. It is anticipated that intensive surveys for future projects may reveal undiscovered prehistoric and historic cultural resources in various locations within the study area.

Many of the recorded cultural resource sites in the Coeur d'Alene/Hayden areas are homes and farms built before 1950. Some of these homes and farms may be eligible for inclusion on the National Register of Historic Places, although formal determinations of eligibility have not been made. Additional background research and a field survey to identify cultural resources would be required under Section 106 of the National Historic Preservation Act, if a specific undertaking were proposed in the corridor.

Air Quality

Data Sources

Dan Redline, Air Quality Specialist for the Idaho Department of Environmental Quality (IDEQ), provided information regarding the corridor air quality and area programs.

Role in Corridor Planning

The U.S. Environmental Protection Agency (EPA) and the IDEQ regulate air quality in the project area. Under the Clean Air Act, the EPA has established the National Ambient Air Quality Standards (NAAQS), which specify maximum concentrations for carbon monoxide (CO), particulate matter less than 10 micrometers in size (PM_{10}), ozone, sulfur dioxide, lead, and nitrogen dioxide. Nonconformance with NAAQS can threaten programming and implementation of transportation projects.

Kootenai County is currently an unclassified area under the NAAQS for pollutants such as ozone, lead, PM_{10}, sulfur dioxide, nitrogen dioxide, and carbon monoxide. In the early 1990s, PM_{10} was a major concern for Kootenai County; however, because of the improvement of area air quality, nonattainment status was never fully adopted by the EPA. As an unclassified area, Kootenai County is treated as an attainment area (Redline 2000).

Role in Environmental Documentation

Improvement options should improve traffic flow and reduce delays. This could potentially decrease concentrations of carbon monoxide, ozone, and nitrogen oxide compounds below current conditions. This effect, however, will be tempered by increased traffic volumes that over time, could result in a different vehicle mix at significantly higher numbers than current conditions. The traffic studies conducted during the corridor planning effort will be used to provide estimates for air modeling of future vehicle emission-related pollutants for the improvement concepts.

Inventory

Rising traffic volumes that cause increased carbon monoxide and particulate matter concern area officials. The IDEQ is planning to conduct carbon monoxide screening at monitoring stations around the area to collect baseline data. The screening is designed to assist with area planning and development. With the baseline data, models can potentially be used to project future carbon monoxide levels at various receptor sites around the Coeur d'Alene area (Redline 2000).

The IDEQ is currently following procedures to adopt the Transportation Conformity Rules developed by the EPA. These rules require a detailed air quality review of any regionally significant transportation project in a nonattainment area. Kootenai County is an unclassified area for criteria pollutants; therefore, a detailed air quality review is not required for transportation projects. However, in working with ITD, the IDEQ encourages the use of the conformity process to evaluate the potential impacts of regionally significant projects in Kootenai County. The IDEQ believes this will lead to better long-term planning and avoid future conflicts. If air quality mitigation is needed, funding may be available through the Idaho Congestion Mitigation and Air Quality Improvement Program (Redline 2000).

Noise

Data Sources

There are no noise monitoring stations within the corridor; therefore, no noise data is available.

Role in Corridor Planning

Noise impacts may be a result of any improvement concept. Noise-sensitive receptors may be located within the study area. However, these receptors will not be monitored as part of the corridor planning effort.

Role in Environmental Documentation

During more detailed analysis of improvement concepts and environmental documentation, a full noise study will define existing conditions and evaluate the impacts of future environmental noise associated with each of the options considered. Noise-sensitive receptors and existing noise generators will be identified, monitored, and analyzed at that time.

NATURAL ELEMENTS

Geology and Soils

Data Sources

Information on subsurface geology was provided by *Roadside Geology of Idaho* (Alt and Hyndman 1989). The Kootenai County comprehensive plan and Rand Wichman, Kootenai County Senior Planner, provided information regarding subsurface geology and geologic hazards. Guy Adema, Idaho Geological Survey, provided history on faults and earthquakes in the area. Soil descriptions and maps were provided by the Kootenai County Soil Survey. Soil maps provided were digitized into ArcView format. Mines, minerals, and prospects information was provided by the Idaho Department of Lands Mineral System Database and the Idaho Bureau of Mines and Geology's *Mines and Prospects of the Spokane Quadrangle* (1981). Lists provided did not include specific geographic location (only township, range and section); therefore, this information was not mapped as part of the study.

Role in Corridor Planning

Geologic factors, including fault lines, underlying Columbia Basalt – Latah Formation and soil types, and unstable areas are hazards to new road way corridors. Additionally, surface and underground mines present hazardous unstable conditions for new road construction. Although these geological hazards cannot be completely avoided, thy should be mapped and avoided where possible.

Role in Environmental Documentation

Improvement concepts will likely not be located near fault lines or other potentially unstable areas without a geotechnical and seismic analysis of the underlying geologic features justifying such a location. New roadways will conform to state and federal standards for maximum slope and erosion control. Each improvement concept will be reviewed for proximity to and potential impacts from geologic hazards, poor soil conditions, and mines. Soils influence the design and construction of a new roadway. Each soil has characteristics that must be considered in engineering design. Best management practices will be prescribed during the environmental review process. Soils in general influence the design and construction of a new roadway. Each soil has characteristics that must be considered in engineering design. Best management practices would be prescribed and employed during the environmental approval process.

Inventory

Regional Geology

Most of the US 95 study area spans the Rathdrum Prairie. The foothills of the Selkirk and Coeur d'Alene Mountains ascend from both sides of the corridor to the east and west. A portion of the

Purcell Trench, another creation of prehistoric seismic activity, sits within study area boundaries to the north. Hills and forests cover the south side of the corridor. Elevations range from 2,100 to 2,300 feet near US 95 in the hilly south end of the study area. Peaks higher than 3,500 feet are among the highest elevations in the southwest part of the corridor. Stream corridors and floodplains are the lowest points along the southern portion of US 95. Some of these lower elevations include the floodplain of Mica Creek around Mica Flats and Cougar Creek. Through urban areas of Coeur d'Alene, Hayden, and Dalton Gardens on the Rathdrum Prairie, elevations vary from around 2,200 to 2,300 feet. State Highways 53 and 41, which border the study area in the north and west, also cross the Rathdrum Prairie, averaging around 2,250 feet in elevation. US-90 borders the Rathdrum Prairie in the south, running parallel to the Spokane River near the center of the study area. US-90 shows no major elevation changes. The Selkirk and Coeur d'Alene Mountains are not within the boundaries of the study area.

Subsurface Geology

The Rathdrum Prairie is underlain mostly by large sand, cobble, and gravel outwash resulting from the Missoulian glacial floods. These ice age floods also created the Rathdrum Prairie/Spokane Valley aquifer 12,000 to 20,000 years ago. Precambrian Belt sedimentary rock underlies the terrace slopes and foothills of the Coeur d'Alene Mountains on the eastern border of the study area. These formations are composed mostly of sandstone and mudstone. Isolated granitic inclusions and Miocene basalt flow formations are also found in this area (Alt and Hyndman 1989).

Precambrian Belt metamorphic rock covers much of the southern portion of the study area. Schists and gneisses are thought to have formed through metamorphism of Belt sedimentary formations. Granitic inclusions and basalt flows can also be found with some Precambrian Belt sedimentary rock (Alt and Hyndman 1989). Columbia River basalt underlies some of the steeper slopes around Lake Coeur d'Alene (Kootenai County 1994).

Geologic Hazards

The US 95 Corridor is at moderate risk for earthquakes and seismic activity. According to Kootenai County, the U.S. Geological Survey (USGS) recognizes three major faults within the corridor: the Rathdrum Fault, the Coeur d'Alene Fault, and the Osburn Fault (Kootenai County 1994). The Coeur d'Alene and Rathdrum faults run from north to south under the Rathdrum Prairie and Lake Coeur d'Alene. These faults have not moved since the Miocene time. The Osburn Fault, which runs from Coeur d'Alene southeast into Montana, constitutes much of the Lewis and Clark Seismic Zone in Idaho. The Lewis and Clark Seismic Zone follows I-90 through the Silver Valley and into Montana. The closest historical earthquakes have occurred in this zone near Kellogg and Wallace. According to the Idaho Geological Survey, these small earthquakes were recorded as only M3s (magnitude of 3.0; Adema 2000).

Although the region's faults originated in the Miocene period, some areas around the Osburn Fault (which runs east to west from Coeur d'Alene to Montana in the Lewis and Clark Fault Zone) have seen recent seismic activity. The faults that run north to south near Coeur d'Alene have not seen activity since Miocene time and are considered dormant.

Landslides are a serious concern in Kootenai County (Kootenai County 1994). Unstable slopes and the resulting landslides can be caused by a change in the balance of vegetation, geology, slope, soil, and precipitation. Areas underlain by Columbia River basalt beds, as mentioned above, are of particular concern to Kootenai County (Kootenai County 1994). These beds can potentially become unstable when steep slope conditions exist or development activities occur. **Map 5** shows areas in Kootenai County covered by Columbia River basalt. Many of the area cities' comprehensive plans include statements recommending that no development occur in potential slide areas. Sediment and construction site erosion control is now required by the Kootenai County Stormwater Management Ordinance for building sites within 500 feet of surface water or on slopes steeper than 15% (Kootenai County 1994, Wichman 2000).

Programs have been developed in Kootenai County to focus on remediation of metals contamination in the Coeur d'Alene area. Besides the Coeur d'Alene Basin metals total maximum daily load (TMDL) discussed in the Water Resources section below, the EPA and IDEQ have launched a program called the Coeur d'Alene Basin Restoration Project to address the issue of heavy metal contamination in the area (Kootenai County 1994).

Map 5 depicts locations of faults, floodzones, and other geologic hazards within the study region.

Soils

Most of the soils within the mountainous southwest portion of the study area are classified as Lenz-Schumacher-Skalan and Kruse-Ulricher soils. Pywell-Cald-Cougarbay soils comprise the Cougar Creek and Mica Creek floodplains and low stream terraces. Santa and Blinn-Lacy-Bobbitt soils make up the southernmost portion of the study area under US 95. Most of these soils were formed in glacial outwash and volcanic ash, and the majority overlie basalt and metamorphic rock (SCS 1975).

The soils of the northern portion of the study area are mostly Avonville-Garrison-McGuire soils, with some Kootenai-Bonner soils. These soils cover most of the plains, terraces, and terrace slopes of the Rathdrum Prairie, north of the Spokane River. Blinn-Lacy-Bobbitt soils comprise some of the terrace slopes around Hayden and Avondale lakes, east of Hayden and Dalton Gardens. Chatcolet-Mokins-Selle soils cover the terraces surrounding Avondale and Hayden lakes. The location of these soil types within the corridor is shown in **Map 5** (SCS 1975).

Several of these soil types have inherently low support strength and are susceptible to slippage. These soils are often stabilized by vegetation. Removal of vegetation or slope alteration for development could cause instability.

General Soils Information and Road Development Hazards

The following information is summarized from the *Kootenai County Soil Survey* (SCS 1975).

Avonville-Garrison-McGuire: These soils are found on outwash plains, terraces, and terrace slopes. They are nearly level to undulating, well drained, and somewhat excessively drained soils that formed in glacial outwash under a loess and volcanic ash mantle. These soils are used mainly for pasture, hay, small grain, and grass seed.

The available water capacity of these soils is low. Their permeability is moderate, runoff is slow, and the hazard of erosion is slight. Frost action, steep slopes, and large stones are potential hazards for road development on these soils. The depth of frost penetration should be considered when footings and road base designs are planned.

Kootenai-Bonner: These soils are found on outwash plains, terraces, and terrace slopes. They are nearly level to moderately steep, well drained soils that formed in glacial outwash mantled with loess and volcanic ash mantle. These soils are used mainly for woodland areas. Some cleared areas with these soils are used for small grain, hay, or pasture.

Available water capacity of these soils is low. Their permeability is rapid, runoff is slow to medium, and the hazard of erosion is slight to moderate. The depth of frost penetration should be considered when footings and road base designs are planned to occur in these soils.

Santa: This soil is found on loess-covered hills. It is an undulating to steep, deep, moderately well drained soil that formed in deep loess and some volcanic ash. This soil is used for woodland, grazing, hay, pasture, small grain, and bluegrass for seed production.

Its permeability is very slow in the fragipan (a very hard layer of soil found beneath the horizon), causing a perched water table at a depth of 22 to 36 inches in the spring. Runoff is rapid, and the hazard of erosion is high.

Building and road construction is limited by the perched water table during wet periods and potential frost action damage. Potential frost action and steep slopes are hazards for road development on this soil.

Blinn-Lacy-Bobbitt: These soils are found on basalt terrace escarpments and in canyons. They are sloping to very steep soils that formed in loess and volcanic ash over basalt. These soils are used mainly for woodland, wildlife habitat, grazing, and some pasture and hay.

The available water capacity of these soils is low. Permeability is moderate, runoff is very rapid, and the hazard of erosion is very high. Limitations for road construction on these soils are slope, depth to bedrock, and stoniness.

Lenz-Shumacher-Skalan: These soils are found on mountains and mountain foot slopes. They are sloping to very steep, moderately deep, and deep soils that formed in loess and some volcanic ash over gneiss and schist. Woodland, wildlife habitat, and grazing are the main uses for these soils. These soils are best suited to ponderosa pine.

These soils' available water capacity is low to moderate. Permeability is slow to moderately rapid, runoff is very rapid, and the hazard of erosion is very high.

Road construction on these soils is limited by depth to rock, slope, large stones, and the shrink-swell potential during wetting and drying. Road construction is also limited by the inherent low support strength of the soil. Design specifications for these soils include placing footings below frost penetration depths.

Kruse-Ulricher: These soils are found on mountains and mountain foot slopes. They are sloping to very steep, deep, and very deep soils that formed in decomposed gneiss and schist mixed with loess and volcanic ash. These soils are used mainly for woodland, grazing, recreation, and wildlife habitat.

These soils' available water capacity is high. Permeability is moderately slow, runoff is rapid, and the hazard of erosion is very high. Slope is the main limitation for road construction on these soils. Other limitations include depth to rock, shrink-swell potential during wetting and drying, and the inherent low strength of these soils.

Pywell-Cald-Cougarbay: These soils are found on floodplains and low stream terraces. They are level and nearly level, very poorly drained and somewhat poorly drained peat and stratified mineral soils that formed in alluvium and organic materials. These soils are used for small grain, hay, pasture, and grass seed.

Their available water capacity is very high. A high water table ranges from the surface to a depth of 24 inches in spring. Areas of this soil are diked against overflow from the river, but flooding is still a hazard. Permeability is moderate, runoff is very slow, and the hazard of erosion is slight.

Limitations for building roads on these soils are the high water table, excess humus, low support strength of the soil, frost action, shrink-swell potential, and possibility of flooding.

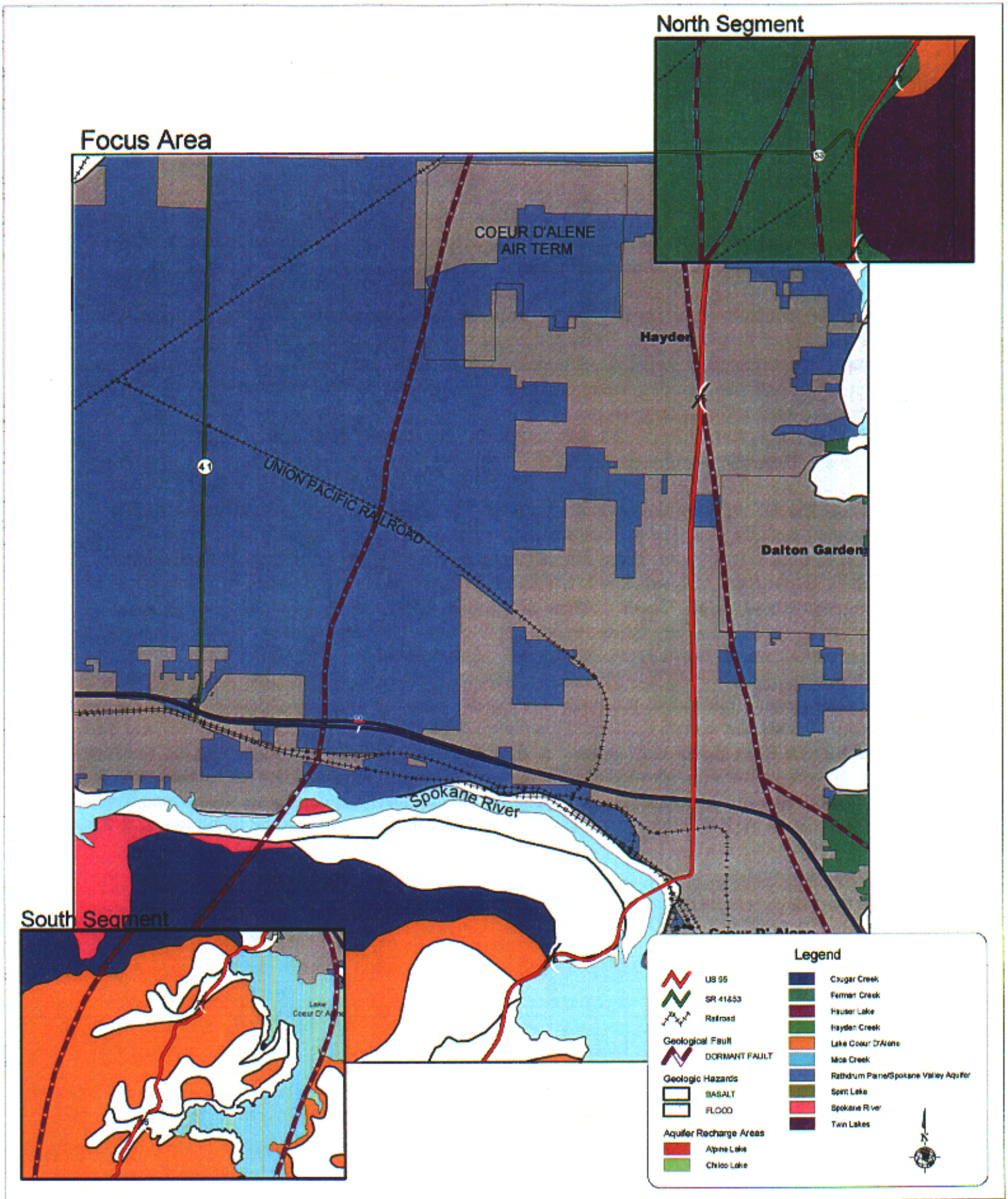
Chatcolet-Mokins-Selle: These soils are found on lake terraces. They are undulating to steep soils that formed in lacustrine sediment and volcanic ash. These soils are used mainly for woodland, hay, pasture, and some small grain.

These soils' available water capacity is moderate to high. Permeability is slow, runoff is rapid, and the hazard of erosion is high. Construction of roads on these soils is limited by the inherent low support strength of the soils, slope, shrink-swell potential, and potential frost action damage. Design considerations include placing footings below depths of frost penetration. Groundwater pollution is a hazard for Selle soils.

Area Mines, Minerals, and Prospects

A scan of the US 95 Corridor revealed a number of gravel and sand surface mines scattered throughout the study area. The greatest concentration of gravel mining sites occurs west of Coeur d'Alene on both sides of I-90. There are also a number of sites north of Coeur d'Alene, along US 95 (Idaho Department of Lands 2000, USGS 1981a). Active borrow pits can be found along all area highways and within Coeur d'Alene city limits. Most are used for road maintenance by various state, county, and city transportation departments. The locations, ownership, and acreage of these surface mines, borrow pits, and mineral commodities can be found in **Table 1**.

Three underground mines and prospects exist in the project area. A clay deposit occurs on the outskirts of northeast Coeur d'Alene. Other clay deposits and prospects are located near Kid Island Bay on Lake Coeur d'Alene and at the base of the Blackwell Island near the Spokane River. A vermiculite mine, owned by the Idaho Diamond Sulphide Group, is located near the study area border in the Cougar Creek watershed. Gold, silver, and copper are also mined at this site (Hustedde et al. 1981). The locations of these mines and prospects can be found in **Table 2**.



Appendix C: Geologic & Water Features

Water Resources

Data Sources

IDEQ provided much of the information for the Water Resources Section. Two documents, *The Spokane Valley-Rathdrum Prairie Aquifer Atlas* (IDEQ 2000b) and *Groundwater Contamination and Monitoring Activities on the Rathdrum Prairie Aquifer* (IDEQ 1991), were provided by Brian Painter, Groundwater Specialist with IDEQ. These documents provided general information on the aquifer, aquifer management, and area drinking water wells. Public well locations were listed only by township, range, and section, and therefore will not be mapped. Eric Krueger of the ITD provided comments regarding the aquifer, as did area comprehensive plans. The Panhandle Health District also provided general information about the aquifer on its website: http://www2.state.id.us/phd1/env_aquifer.html#INTRODUCTION. Special resource waterbodies and sole source aquifer designations can be found in the State of Idaho Administrative Rules.

Stream, river, and lake locations were obtained from USGS base mapping and other sources and formatted in ArcView. The 100-year floodplain data were obtained from Federal Emergency Management Agency (FEMA) maps and the Kootenai County Comprehensive Plan. Some floodways were digitized into ArcView format. National Wetland Inventory (NWI) maps, published by the U.S. Fish and Wildlife Service (USFWS), were obtained to review corridor wetland coverage. Due to the corridor size and map scales, wetlands will not be mapped for the corridor. Due to the use of aerial photography, NWI maps may not show all potentially jurisdictional wetlands.

Role in Corridor Planning

Protection of floodways is critical in corridor planning for both sound roadway as well as preservation of clean water. Flood zones are mapped on **Map 5**. It may be difficult to avoid siting a new corridor within the 100-year flood plain, but encroachment on these would require special design and permitting conditions during the environmental documentation.

Role in Environmental Documentation

Water resources are extremely important in the study area and will be a critical factor in the analysis of improvement concepts. Recreationists and wildlife depend on access to lakes and rivers. The environmental documentation will carefully evaluate streams, rivers, and floodways with the intent of locating any new highway corridor and bridge in areas of lowest-quality habitat, with the minimum impact on streams and floodways, and out of flood-prone areas. Streams and floodways are particularly significant, as many of the threatened and endangered species in the study area are associated with streams and wetlands.

Inventory

The Rathdrum Prairie/Spokane Valley Aquifer

The Rathdrum Prairie/Spokane Valley Aquifer formed during the last ice age over 12,000 years ago. The aquifer is composed of sand, gravel, cobble, and other glacial outwash, and is very permeable. Because of its permeability and groundwater velocity, the aquifer is highly susceptible to contamination.

The aquifer receives most of its water from surface and groundwater flow from higher regions adjacent to it. These regions are known as Critical Aquifer Recharge Areas (CARAs) and are shown in **Map 5**. Most CARAs include a waterbody that moderates flow between the CARA and the aquifer (IDEQ 2000b). Lake Coeur d'Alene and the Spokane River contribute about one-third of the water flow in the aquifer. Development can interrupt the recharge process by increasing the amount of impervious space above the aquifer (Krueger pers. comm. 2000). Development around a CARA requires careful planning to ensure water quality is not compromised.

Movement of the Rathdrum Prairie/Spokane Valley Aquifer groundwater ranges anywhere from 1 foot to 50 feet per day, westward from Idaho to Washington. The depth to the water table ranges from around 100 to 400 feet below the surface in Idaho (Panhandle Health District 2000).

Aquifer Management

In studies conducted from the 1970s through 1990s, elevated nitrate levels, high levels of trichloroethene, industrial solvents, and pesticides were found in the aquifer, causing local officials to act to protect the resource. According to a report published by the IDEQ in 1991, potential sources for contamination were ranked according to the potential for the activities to affect groundwater. The top five activities listed were: agricultural chemicals, petroleum handling and storage, landfills, hazardous materials and transportation/spills, and subsurface sewage disposal systems (IDEQ 1991). Kootenai County Planning lists the prevention of water quality degradation as the top priority in assuring water quality goals (Kootenai County 1994).

In 1978, the Spokane Valley/Rathdrum Prairie Aquifer was declared a "sole source" drinking water supply pursuant to Section 1424e of the federal Safe Drinking Water Act (P.L. 93-523). This designation requires all federally-assisted projects to use aquifer protection measures. In addition, it proclaims the significance of this groundwater resource for the region, and provides support for local protection efforts. In 1980, the Rathdrum Prairie/Spokane Valley Aquifer was designated as Special Resource Water in the Idaho Water Quality Standards and Wastewater Treatment Requirements. This resulted in increased protection for this resource (Panhandle

Health District 2000). Hayden Lake, which lies adjacent to the study area, is also designated as a Special Resource Water because of its recharge potential for the aquifer (State of Idaho 2001).

General Aquifer Considerations

The location of existing public water supply facilities should be considered when establishing plans for growth. Protection of the groundwater resource maintains a useable supply of water.

Feasibility studies are being conducted to evaluate land application of treated wastewater as a method of summer disposal. Certain agricultural areas should be set aside for land application activities with appropriate buffer zones if needed. Special considerations for any CARA may be needed in future land use planning efforts (IDEQ 1991).

Domestic Water Supply and Wells

Drinking water is the most important use of the water from the Rathdrum Prairie/Spokane Valley Aquifer. Numerous public water systems draw water from the aquifer. The water systems and their locations are shown below in **Table 3**. Monitoring of groundwater quality is used to detect any contamination of the aquifer. The Panhandle Health District monitors 27 wells on the Rathdrum Prairie, 16 of which are in the study area, to ensure water quality. Monitoring wells within the study area and their locations are listed in **Table 4** (IDEQ 1991). Wellhead protection is very important around these drinking water and monitoring sites, because they provide direct access to the aquifer (IDEQ 1991). Irrigation, drinking water, and other water usage are supplied by the aquifer (City of Hayden 1995,City of Coeur d'Alene 1995).

Some of the area lakes and rivers are considered domestic water supplies. A domestic water supply (DWS) is defined by the IDEQ as having water quality appropriate for drinking water supply. Waterbodies that are classified as DWS are Lake Coeur d'Alene, Spokane River, and Hayden Lake (State of Idaho 2001).

Streams, Rivers, and Lakes

Lake Coeur d'Alene is one of the largest and most important waterbodies in northern Idaho. Perennial tributaries that empty into Lake Coeur d'Alene within the study area include Mica Creek and Cougar Creek. Kid Creek is one of the intermittent tributaries that drain to Lake Coeur d'Alene within the corridor. There are two forks that meet to form Mica Creek before it drains into Mica Bay of Lake Coeur d'Alene: the North Fork and the South Fork of Mica Creek. Both forks of Mica Creek are located within study area boundaries. The South Fork of Mica Creek follows US 95 north for about 1 mile before joining the North Fork of Mica Creek and draining into Mica Bay. Kid Creek flows east across Mica Flats, just north of Mica Creek, before draining into Kid Island Bay of Lake Coeur d'Alene. Cougar Creek empties into Cougar Bay at the northern tip of the lake. US 95 crosses all of these creeks within the study area.

The Spokane River drains Lake Coeur d'Alene near Cougar Bay. The river flows from its source near Coeur d'Alene westward toward Post Falls. US 95 crosses the Spokane River near its source, west of downtown Coeur d'Alene. Cedar Creek is the only major tributary of the Spokane River within study area boundaries.

Hayden, Avondale, and Alpine lakes border the study area to the northeast. In the northwest portion, Rathdrum Creek drains Twin Lakes and flows south through Rathdrum. Spring Branch Creek joins Rathdrum Creek from the northwest near the outskirts of Rathdrum. In Rathdrum, Rathdrum Creek becomes the East Greenacres Main Ditch and flows southwest. Major streams, rivers, and lakes in the corridor are displayed in **Map 5**.

Floodplains

FEMA 100-year floodplain maps show floodplain hazard areas. According to these maps and Kootenai County, floodplain hazard areas in the southern portion of the corridor include Lake Coeur d'Alene and its tributaries, mainly Cougar and Mica creeks. Both creeks flow through floodplains near their US 95 crossings before reaching Lake Coeur d'Alene. The Spokane River contains one of the larger floodplains in the study area. Smaller floodplain hazard areas surround some of the tributaries along the river. They include the Cedar Creek floodplain and some of the unnamed tributaries and ditches along the Spokane River (FEMA 1982, Kootenai County 1994).

In the northern portion of the study area, 100-year floodplains are mapped in an area that encompasses much of Rathdrum and the area surrounding Rathdrum Creek. According to the FEMA maps, areas surrounding Hayden and Avondale lakes also include mapped 100-year floodplains (FEMA 1982). FEMA floodplain maps were unavailable for a large part of the study area; however, the Kootenai County comprehensive plan includes a map of flood zones for the entire corridor (1994). These zones are shown in **Map 5**.

Flood waters have been a common hazard in Kootenai County. Kootenai County has taken steps to reduce damage caused by flood hazards through its Flood Damage Prevention Ordinance. This County ordinance prohibits all encroachment into floodways without proper certification by the County (Kootenai County 1994).

Wetlands

Role in Corridor Planning

The NWI maps show a number of potentially jurisdictional wetlands within the study area. The Idaho Department of Fish and Game (IDFG) wetland priority plan mapping shows other significant wetlands. Wetlands are primarily associated with waterways that would be avoided in new corridors. Isolated wetlands do not have a major influence on corridor location.

Role in Environmental Documentation

As with streams and rivers, wetlands will be a critical factor in the analysis of improvement concepts, especially given their association with threatened and endangered species in the study area. A field investigation of the improvement concepts will be necessary to determine the location of wetlands that are not depicted on the NWI and IDFG mapping. Formal wetland delineation will be necessary to determine the exact boundaries of wetlands within any selected improvement concept; this wetland delineation will not be official or final until the U.S. Army Corps of Engineers (Corps) grants concurrence.

Impacts on jurisdictional wetlands and waters of the state must be avoided and minimized to the extent possible. If impacts are unavoidable, a Section 404 permit is necessary to fill jurisdictional areas. Unavoidable impacts on wetlands and waters of the state will be mitigated in accordance with federal, state, and local statutes. Impacts on non-jurisdictional wetlands, such as irrigation facilities, will be coordinated with the appropriate irrigation districts and other agencies as necessary. Function of these facilities during and after construction will be preserved and/or mitigated to the extent possible. The U.S. Army Corps of Engineers (Corps) does not regulate impacts on non-jurisdictional wetlands.

Inventory

In the northern half of the study area, the terrace east of US 95 includes intermittent creeks feeding Alpine, Hayden, and Avondale lakes and scattered palustrine wetlands. Rathdrum Creek and Spring Branch Creek, both north of Rathdrum, are riverine systems. Rathdrum Creek feeds several palustrine wetland areas along its floodplain and the Greenacres Main Ditch in the south part of Rathdrum (USFWS NWI maps).

The most prominent wetland areas in the southern half of the corridor occur near the floodplains and drainages of major creeks. Palustrine scrub/shrub wetlands follow Mica Creek along the US 95 route, both north and south of Mica Bay. Palustrine scrub/shrub wetlands also follow the upper portions of the North Fork of Mica Creek and Cougar Creek. Palustrine emergent wetlands surround US 95 in the floodplain near the mouth of Mica Creek to Mica Bay, areas near Kid

Creek, and the floodplain along the bottom of Cougar Creek to its mouth. Lake Coeur d'Alene is a lacustrine system because of open water conditions. The portion of the Spokane River within the study area is considered a lacustrine system and part of Lake Coeur d'Alene because of its impoundment by the Post Falls Dam. Cedar Creek, a tributary of the Spokane River, is predominantly a palustrine system (USFWS NWI maps).

Water Quality Limited Waters

Data Sources

A list of 303(d) waterbodies was acquired from the EPA web site for the Coeur d'Alene Lake Watershed (http://www.epa.gov/iwi/303d/17010303_303d.html) and the Upper Spokane Watershed (http://www.epa.gov/iwi/303d/17010305_303d.html). The list of 303(d) waterbodies is displayed in **Table 5**. Geoff Harvey, DEQ TMDL specialist, provided information on TMDL development for corridor waterbodies. General comments have been added from the Kootenai County Comprehensive Plan and communications with Eric Krueger, ITD environmental planner.

Role in Corridor Planning

These factors will not be considered as part of the US 95 Corridor improvement concepts analysis, because there are numerous water quality limited streams in the corridor, and any improvement concept would not impede or otherwise degrade these waterways.

Role in Environmental Documentation

Water quality is not likely to play a significant role in the analysis of improvement concepts, regarding the environmental documentation. With any improvement concept, runoff from all new impervious surfaces will be treated and detained to federal, state, and local standards before discharge.

Inventory

Many of the waterbodies in the study area are listed under Section 303(d) of the Clean Water Act (CWA) as being water quality limited (**Table 5**). In the southern half of the study area, Kid Creek, Cougar Creek, the North Fork of Mica Creek, and Lake Coeur d'Alene are Section 303(d) Listed Waters.

According to the ITD, groundwater patterns along the ridgetops of the Cougar Creek-Mica Creek areas have created some runoff and slope stability problems, affecting area water quality. These problems arise from intercepting hillside groundwater seeps on the Mica grade, south of Coeur d'Alene. Erosion and sedimentation problems have affected Cougar Creek, its tributaries, and

associated wetlands outside the originally-anticipated scope of impact (Krueger pers. comm. 2000).

The sediment TMDL for Cougar, Mica, and Kid creeks was recently established and approved by the EPA (Harvey pers. comm. 2000).

Splitting the corridor, the Spokane River is listed under Section 303(d) of the CWA for concerns with the river's temperature and metal contamination. Stormwater discharge into the Spokane River has been, and will continue to be, a concern for lead, zinc, and cadmium. The Coeur d'Alene Basin metals TMDL was jointly issued by the IDEQ and EPA in August 2000. This TMDL development directs municipalities along the river to inventory stormwater discharges and determine water quality impacts for metals. Significant stormwater discharge to the river from road surfaces would likely be inventoried and assessed by the City of Coeur d'Alene. Lake Coeur d'Alene water quality is limited by metal contamination; however, no TMDL development plan has been issued. TMDLs were prepared by the IDEQ for Hayden Lake for nutrients and submitted to the EPA for approval (Harvey pers. comm. 2000).

Within Kootenai County, officials are moving to restrict development in areas that naturally enhance water quality. Kootenai County promotes greenbelts and buffer strips for protection of surface water and wetlands (Kootenai County 1994).

Hazardous Waste/Materials

Data Sources

Robert Higdem, DEQ hazardous materials/waste specialist, was contacted regarding the project. The following state and federal databases were reviewed for potential hazardous sites within study area boundaries:

- Idaho State Leaking Underground Storage (LUST) List
- Idaho State Underground Storage Tank/Above Ground Storage Tank (UST/AST) List
- Idaho State Solid Waste Landfills List
- USEPA National Priority List (USEPA 2000c)
- USEPA Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) List
- USEPA Resource Conservation and Recovery Information System (RCRIS) List

Role in Corridor Planning

Since hazardous materials/waste sites are common in the study area (**Table 6**), many of the improvement options will likely contain underground storage tanks or other areas of minor

contamination. Superfund sites and other environmentally hazardous areas will be noted but should not influence corridor location.

Role in Environmental Documentation

Avoiding environmentally hazardous locations, such as landfills, Superfund sites, and other contaminated areas, will be important during project design to minimize costs and reduce the potential to inadvertently release the toxic materials. This is not likely to have a significant role in environmental documentation as part of the analysis of improvement concepts.

Inventory

Solid Waste Landfills

The Kootenai County Solid Waste Program in Coeur d'Alene operates a transfer station (3650 Ramsey Road) that accepts solid waste and household hazardous waste. The station also operates an onsite recycling facility. Solid waste is collected and transferred to the landfill south of the corridor, near Fighting Creek. Household hazardous waste is collected and shipped out of state. This is the only known transfer station within the US 95 Corridor. No actual landfills exist within the study area. Several private dumps are scattered throughout the corridor. It is unknown whether these private dumps contain potentially hazardous materials.

LUST/UST Facilities

According to the IDEQ State UST/LUST database, there are 43 facilities with LUSTs that fall within the corridor boundaries. Forty-one of these sites have been completely remediated. The extent of media resource impact for these sites is unknown. The names, locations, and status of LUST sites can be found in **Table 7** (all tables are located at the end of the Appendix). Information on area UST sites can be found in **Table 8**.

Hazardous Materials/Waste Facilities

The review of available public records revealed several potential hazardous materials/waste facilities within the US 95 Corridor, as summarized in **Table 9**. These facilities are all registered with the USEPA and listed on the RCRIS database. The RCRIS database is a mainframe database system that tracks all the various hazardous waste information collected for hazardous waste handlers nationwide and regulated under the Resource Conservation and Recovery Act (RCRA) regulations.

The IDEQ had no major concerns regarding hazardous materials/wastes within the corridor (Higdem 2000).

Superfund Sites

The City of Coeur d'Alene has two Superfund sites located within city limits. These facilities are registered with the USEPA and listed on the CERCLIS database, and regulated under the Comprehensive Environmental Response, Compensation, and Liability Act. The Deming Industries facility (2945 Government Way) was first listed as a Superfund site in 1979 and reassessed by the USEPA in 2000. The results of this reassessment are unknown. The City of Coeur d'Alene was listed in 1992 because of trichloroethene groundwater contamination. One of the sources was an old industrial plating facility that is currently being remediated. The Coeur d'Alene-Hanley well is the only affected public water system at this time (Painter 2000). CERCLIS contains the official inventory of Superfund sites and integrates data from Superfund site assessment, remediation, and enforcement.

Unique Wildlife Habitat

Data Sources

Chip Corsi, IDFG Wildlife Biologist, was contacted regarding unique wildlife habitat and populations in the corridor.

Role in Corridor Planning

Unique wildlife habitat is valuable, albeit limited to the southern portion of the study corridor. Because of the limited amount of unique wildlife habitat within the area, it will not be difficult to protect or preserve it during the improvement options development.

Role in Environmental Documentation

Because of urbanization, unique or important wildlife habitat north of the Spokane River is almost non-existent. White-tailed deer (*Odocoileus virginianus*) are known to cross US 95 north of Hayden; however, there are no known wildlife corridors. No deer or elk winter range is located within the study area (Corsi 2001).

The large wetland in the Cougar Bay area provides important wildlife habitat. Osprey (*Pandion haliaetus*) and bald eagle (*Haliaetus leucocephalus*) nest in the area and forage on the fish and waterfowl resources of the bay. Deer (*Odocoileus* sp.) and elk (*Cervus* sp.) herds are known to occur south of the Spokane River. Several deer and elk fatalities have been recorded along this stretch of the US 95 corridor. Because of constant hunting pressure in the area, preservation of these deer and elk herds is crucial (Corsi 2001).

Threatened and Endangered Species

Data Sources

The most current district-wide threatened and endangered species list provided by the USFWS to ITD District 1 (dated September, 2000) was reviewed. This list, and one compiled by the IDFG's Conservation Data Center, have been combined to create **Table 10**. **Table 10** contains listed, proposed, candidate, and other species of concern potentially present within the study area. *Canada Lynx in Idaho; Past, Present, Future. Idaho Conservation Effort* (Terra-Burns et al. 1998) was referenced for information regarding Canada lynx (*Lynx canadensis*) residency in Idaho. **Table 11** shows GAP analysis data.

Role in Corridor Planning

Any new highway alignments and river crossings may cause impacts on wildlife, fish, and other habitats. In general, the analysis of improvement concepts should avoid any wildlife sanctuaries and fish hatcheries.

Role in Environmental Documentation

Impacts on waterways are regulated by a variety of state and federal agencies, especially when the waterways are considered critical habitat for protected species, and will play a significant role in the analysis of improvement concepts. Additional information regarding fish and wildlife species in the area will likely be gathered during the environmental documentation analysis. The more detailed improvement concept analysis process will likely evaluate habitat quality with the intent of locating projects in areas of lesser-quality habitat, and away from critical habitat for threatened and endangered species, and species of concern.

Role in Environmental Documentation

As part of the options analysis in the environmental documentation, detailed information pertaining to threatened or endangered species and habitat critical to their survival will be collected. An updated list of threatened and endangered species will be required during the impact analysis to include any species that have been listed since the environmental scan document. A number of Biological Assessments (BAs) have been conducted for threatened and endangered species along the US 95 corridor, including Mica-Worley, Eastport to Copeland and Coeur d'Alene. A BA may need to be prepared for those species to determine whether the improvement concepts are likely to negatively affect the survival of those species.

The presence of threatened and endangered species will be a critical factor in the generation of improvement concepts. The improvement concepts will likely have the minimum unavoidable impacts on these species and their habitat. The analysis of improvement concepts will likely

evaluate habitat quality with the intent of locating the project in areas of lowest-quality habitat, and away from critical habitat for threatened and endangered species, and species of concern.

Inventory

Canada Lynx (Lynx canadensis)

Canada lynx are not expected to occur within the study corridor, especially north of the Spokane River. The IDFG has listed two probable or confirmed sightings of lynx in Kootenai County. Both were along the Coeur d'Alene River near Spruce Ridge and Lost Creek (Terra-Burns et al. 1998). Neither is in the vicinity of the study area. The corridor has a lack of undisturbed forested areas, and extensive human influence, both limiting factors for lynx. In addition, elevations within the corridor are well below those typically preferred by Canada lynx.

Gray Wolf (Canis lupis)

In 1994, final rules in the Federal Register made a distinction between Idaho wolves that occur north of I-90 and wolves that occur south of I-90. Gray wolves occurring north of I-90 are listed as endangered species and receive full protection in accordance with provisions of the Endangered Species Act (ESA). Gray wolves occurring south of I-90 are listed as part of an experimental population, with special regulations defining their protection and management.

Gray wolves could potentially occur within the study corridor south of the Spokane River, because this area provides suitable denning habitat and a year-round prey base. Gray wolves would likely be precluded from the study area north of the Spokane River because of increased urbanization.

Bull Trout (Salvelinus confluentus)

Bull trout could potentially occur within the study corridor. Populations of adfluvial bull trout reside in Lake Coeur d'Alene. Because of their migration patterns, bull trout could also potentially occur in tributaries of the lake. Bull trout have not been found in Mica or Cougar creeks; however, surveys in these streams have been limited.

Bald Eagle (Haliaeetus leucocephalus)

Bald eagles occur in the vicinity of US 95 in Cougar Bay. Eagles also could occur in other portions of the study corridor while foraging on road kill and other forms of carrion. However, carrion is not likely an important forage source for bald eagle in the study corridor because of preferred forage resources found within Lake Coeur d'Alene.

Water Howellia (Howellia aquatilis)

Water howellia may occur in the corridor, but habitat for this species would be extremely limited. This habitat includes undisturbed wetlands with shallow water, most often ponds, that are fully or partially surrounded by deciduous trees. Habitat for water howellia within the study area would be limited to ponded wetlands south of the Spokane River. Water howellia also could occur in the Rathdrum Creek drainage.

Ute Ladies' Tresses (Spiranthes diluvialis)

Ute ladies' tresses could occur anywhere within the study corridor where emergent wetland habitat is found. Surveys for Ute ladies' tresses in emergent wetland habitat should be done before any project-specific design within the study corridor.

Coeur d'Alene Salamander (Plethodon vandykei idahoensis)

Coeur d'Alene salamanders occur in the southeastern portion of the study corridor on the east shoreline of Lake Coeur d'Alene. The salamander could occur in the southern portion of the study corridor, south of the Spokane River, where talus slopes or talus soil types with forest cover are found. These salamanders are not expected to occur north of the Spokane River, as their preferred habitat does not occur in this portion of the study corridor.

Pygmy Nuthatch (Sitta pygmaea)

Pygmy nuthatch could potentially occur anywhere within the study area. However, their preferred foraging and nesting habitat would be limited to areas supporting mature ponderosa pine. Pygmy nuthatches are believed to nest in the corridor within the city limits of Coeur d'Alene and across Cougar Bay near Donavon's Point.

Clustered Lady's Slipper (Cypripedium fasciculatum)

Clustered lady's slipper is not known to occur within the study area. Potential habitat for clustered lady's slipper within the corridor is limited to Douglas-fir-dominated forest stands. The majority of this forest stand type occurs south of the Spokane River.

Westslope Cutthroat Trout (Oncorhynchus clarki lewisi)

Populations of westslope cutthroat trout reside in Lake Coeur d'Alene and the Spokane River. Potential westslope cutthroat trout habitat also includes Cougar Creek, Mica Creek, and Hayden Lake (Corsi 2000). Westslope cutthroat trout could spawn in other Spokane River tributaries, and possibly some intermittent streams within the study area (data from IDEQ beneficial use reconnaissance program 1993). Population estimates indicate that salmonids are of relatively low abundance in both Mica and Cougar Creeks (IDEQ 1993).

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Exhibits and Data Tables

EXHIBITS

EXHIBIT 1: ENVIRONMENTAL LAWS AND REGULATIONS

Applicable Acts and Regulations from Code of Federal Regulations (CFR)

The *Endangered Species Act of 1973* (ESA; as amended in 1978, 1979, and 1982) requires all federal agencies to review all actions authorized, funded, or carried out by them to ensure that actions authorized, funded, and/or conducted by them are not likely to jeopardize the continued existence of any federally listed species, or result in destruction or adverse modification of designated critical habitat for such species.

The *National Environmental Policy Act of 1969* (NEPA) created basic national environmental policy and required that environmental impacts be evaluated prior to proposed activities.

The *Clean Water Act* of 1977 amended the *Federal Water Pollution Control Act* of 1972. The *Clean Water Act* established more stringent pretreatment standards for priority pollutants discharged into navigable waters and set up construction/loan programs for municipalities.

The *Water Quality Act* of 1987 amended the *Clean Water Act* of 1977. The *Water Quality Act* increased water quality standards, changed the construction grants and loan program to a revolving loan program, focused on industrial pollutant sources, and increased pretreatment standards.

The *Federal Insecticide, Fungicide, and Rodenticide Act* of 1974 established the regulation of chemicals that are used as pesticides.

The *Safe Drinking Water Act* of 1974 set the national drinking water standards (maximum contaminant levels) for public drinking water.

The *Safe Drinking Water Act Amendments* of 1986 established more stringent standards, increased the number of maximum contaminant levels for drinking water, and banned the use of lead in solder, flux, and piping used in drinking water systems.

The *Clean Air Act* of 1974 established the regulation of air pollutants and air emissions.

The *Clean Air Act Amendments* of 1990 set stricter air emissions levels for many air pollutants. The *Clean Air Act Amendments* are significant for transportation agencies because federal highway funding is tied to attainment of national ambient air quality standards for those regions that are presently in a nonattainment status.

The *Resource Conservation and Recovery Act* of 1976 (RCRA), also known as Public Law 94-580, is the basic document that governs the treatment, storage, transportation, and disposal of hazardous waste. EPA regulations are in *40 CFR*, and state regulations are in Idaho Code, Title

39, Chapter 44 (the *Idaho Hazardous Waste Management Act*). Idaho regulations adopt the RCRA law by reference.

The *Hazardous and Solid Waste Amendments* of 1984 amended the *Resource Conservation and Recovery Act* of 1976 and created restrictions on land disposal of certain materials. These amendments also created stricter requirements for hazardous waste generators, transporters, and storage disposal facilities. Stricter regulations of underground storage tanks are also required.

The *Toxic Substances Control Act* of 1976 established regulations of toxic substances, such as PCBs, asbestos, and regulated activities involving these compounds.

The *Comprehensive Environmental Response, Compensation, and Liability Act* of 1980 (CERCLA) set responsibilities for remedial actions or removal of hazardous wastes and established who is liable for the cleanup and associated costs. Liability is strict (not fault-dependent), joint and several (any or all, and current or previous, owners may be held totally liable), and retroactive. State governments are included in CERCLA's definition of "persons"; therefore, ITD can be liable as an owner (of right-of-way) or lessor and as a person contaminating a property (during construction and maintenance). (See *National Contingency Plan (1990)* listed below for further restrictions.)

The *Used Oil Recycling Act* of 1980 defined what constitutes used oil and when it is considered a hazardous waste. This act also banned some uses of used oil (dust suppression) when contaminated above established allowable levels.

The *Hazardous Materials Transportation Act* of 1984 regulates transportation of hazardous materials in the U.S. and is administered by the U.S. Department of Transportation.

The *Superfund Amendments and Reauthorization Act* of 1986 (SARA), also known as "Superfund," provides for liability, compensation, cleanup, and emergency response to hazardous substance releases into the environment and cleanup of inactive hazardous waste disposal sites.

The *Emergency Planning and Community Right-to-Know Act* of 1986 (SARA Title IV) established requirements for industries using hazardous chemicals and/or releasing pollutants into the environment to supply communities and the public with information on chemical inventories, accidents/spills, and reporting releases. This act also provides for public involvement in emergency response planning.

The *National Contingency Plan* (1990) outlines the procedures and standards for response under the CERCLA for the release of hazardous substances and under the *Clean Water Act* for the discharge of oil. This plan ties the interagency, intergovernmental, and private party

responsibilities together for response actions and establishes the Hazard Ranking System to evaluate whether releases should be listed on the National Priorities List.

The *Occupational Safety and Health Act* of 1971 (OSHA) states that asbestos must be properly handled in accordance with these standards prior to demolition/renovation.

The *National Emission Standards for Hazardous Air Pollutants* or *Air Hazard Emergency Response Act* also deals with safety during hazardous materials removal.

Section 4(f) of the DOT Act of 1966 specifies the avoidance of public parks, recreation areas, wildlife and waterfowl refuges, and historic sites of national, state, or local significance unless there is no prudent and feasible alternative to using the land and if the project includes all possible planning to minimize harm.

Section 106 of the National Historic Preservation Act specifies that any federal or federally assisted undertaking in any state must take into account the effects of its actions on historic properties (a site, building, structure, or object that is included in or eligible for inclusion on the National Register of Historic Places).

Applicable CFR Titles, Volumes, and Federal Agencies

Title 23 Highways	
Vol. 1, Chap. 1,2,3 - Agencies:	Federal Highway Administration Department of Transportation National Highway Traffic Safety Administration
Title 33 Navigation and Navigable Waters	
Vol. 1,2,3 Chap. 1,2 - Agencies:	Coast Guard Department of Transportation Corps of Engineers Department of the Army
Title 36 Parks, Forests, and Public Property	
Vol. 1,2,3 Chap. 1,2,3,4,8 - Agencies:	National Park Service Department of the Interior Forest Service Department of Agriculture Corps of Engineers Department of the Army American Battle Monuments Commission Advisory Council on Historic Preservation
Title 40 Protection of the Environment	
Vol. 1-24 Chap. 1 - Agencies:	Environmental Protection Agency

Title 43 Public Lands: Interior Vol. 1,2 Chap. 1,2 - Agencies:	Bureau of Reclamation Department of the Interior Bureau of Land Management
Title 50 Wildlife and Fisheries Vol. 1,2,3 Chap. 1-4 - Agencies:	U.S. Fish and Wildlife Service Department of the Interior National Marine Fisheries Service Department of Commerce

Applicable State Agencies Regulated by Idaho Administrative Code (IDAPA number)

Department of Agriculture (02)
Department of Commerce (48)
Department of Fish and Game (13)
Department of Lands (20)
Department of Parks and Recreation (26)
Public Utilities Commission (31)
Public Health Districts (41)
Rangeland Resource Commission (56)
Department of Transportation (39)
Department of Water Resources (37)

County and City Ordinances

Contact the following for lists of city or county ordinances:

County

Kootenai County Planning Department	(208) 666-8268

City

City of Coeur d'Alene Planning Department	(208) 769-2274
City of Dalton Gardens	(208) 772-3698
City of Hayden	(208) 772-4411
City of Post Falls Planning Department	(208) 773-1822
City of Rathdrum Public Works Department	(208) 687-2700

DATA TABLES

Table 1: Surface Mines, Borrow Pits, and Mineral Commodities in Study Area

Number	Location	Mineral Commodity	Ownership	Acreage
1	T49N R3W S5 NW1/4 SW1/4	Sand and Gravel (City, County, Highway Dist.)	Private	15.4
2	T49N R3W S5	Sand and Gravel (City, County, Highway Dist.)	Private	0
3	T49N R4W S4	Borrow Pit	NA	NA
4	T49N R4W S5	Borrow Pit	NA	NA
5	T49N R4W S9	Borrow Pit	NA	NA
6	T49N R4W S18	Reclamation Sand and Gravel	Private	100
7	T49N R4W S19	Sand and Gravel (City, County, Highway Dist.)	Private	20.5
8	T49N R4W S19	Reclamation Sand and Gravel	Private	0
9	T50N R4W S1	Borrow Pit	NA	NA
10	T50N R4W S2 NW1/4 SW1/4	Sand and Gravel (City, County, Highway Dist.)	Private	40
11	T50N R4W S2 SW1/4 SW1/4	Reclamation Sand and Gravel	Private	20
12	T50N R4W S3	Gravel Pit	NA	NA
13	T50N R4W S4 SW1/4	Reclamation Sand and Gravel	Private	0
14	T50N R4W S5 SE1/4	Reclamation Sand and Gravel	Private	17
15	T50N R4W S6	Reclamation Sand and Gravel	Private	7
16	T50N R4W S10	Reclamation Sand and Gravel	Private	15
17	T50N R4W S11	Gravel Pit and Borrow Pit	NA	NA
18	T50N R4W S12	Borrow Pit	NA	NA
19	T50N R4W S14	Borrow Pit	NA	NA
20	T50N R4W S15	Borrow Pit	NA	NA
21	T50N R5W S2	Borrow Pit	NA	NA
22	T51N R4W S1	Sand Pit	NA	NA
23	T51N R4W S2	Sand and Gravel (City, County, Highway Dist.)	Private	47
24	T51N R4W S2	Sand and Gravel (City, County, Highway Dist.)	Private	0
25	T51N R4W S2	Sand and Gravel (City, County, Highway Dist.)	Private	0
26	T51N R4W S2	Sand and Gravel (City, County, Highway Dist.)	Private	0
27	T51N R4W S2 SE1/4 NE1/4, NE1/4 NE1/4	Reclamation Sand and Gravel	Private	43
28	T51N R4W S11	Reclamation Sand and Gravel	Private	220
29	T51N R4W S12 NE1/4 SE1/4	Reclamation Sand and Gravel	Private	15
30	T51N R4W S16	Sand Pit	NA	NA
31	T51N R4W S18 NW1/4	Reclamation Sand and Gravel	Private	27
32	T51N R4W S24	Sand Pit	NA	NA
33	T51N R4W S35 E1/2 SW1/4	Reclamation Sand and Gravel	Private	22.7
34	T51N R5W S12 SW1/4 S1/2 S1/2 NW1/4	Reclamation Sand and Gravel	Private	200
35	T51N R5W S25	Sand and Gravel (City, County, Highway Dist.)	Private	24

36	T52N R4W S13 E1/2 E1/2 SE1/4 SE1/4	Reclamation Sand and Gravel	Private	9.8
37	T52N R4W S26	Gravel Pit	NA	NA
38	T52N R4W S32 NW1/4 NW 1/4	Sand and Gravel (City, County, Highway Dist.)	Private	37
39	T52N R4W S34 NW1/4 NE1/4	Reclamation Sand and Gravel	Private	70
40	T52N R4W S34 N1/2 NW1/4 SW1/4	Reclamation Sand and Gravel	Private	0
41	T52N R4W S34 NE1/4	Reclamation Sand and Gravel	Private	30
42	T52N R4W S35 NE1/4	Reclamation Sand and Gravel	Private	58
43	T52N R4W S35 NE1/4	Reclamation Sand and Gravel	Private	52
44	T52N R4W S35 S1/2	Reclamation Sand and Gravel	Private	236

Source: Idaho Department of Lands 2000, U.S. Geological Survey 1961a, 1961b, 1981a, 1981b, 1981c, 1981d

Table 2: Mines and Prospects in the US 95 Study Area

Number	Deposit or Mine Name	Location	Product
1	Stockton Clay Deposit	T50N R3W S7	Clay
2	Stanley Hill Clay Deposit	T50N R4W S16	Clay
3	Kid Island Clay Prospect	T50N R4W S26	Clay
4	Idaho Diamond Sulphide Group	T49N R5W S1	Copper, Gold, Silver, Vermiculite

Source: Hustedde et al. 1981

Table 3: Water Systems over the Rathdrum Prairie/Spokane Valley Aquifer

Number	System Name	Location	Population Served
1	Avondale Irrigation District	T51N R4W S14	200
2	Coeur d'Alene Industrial Park	T51N R4W S33	125
3	Chateaux Water	T51N R4W S22	225
4	City of Coeur d'Alene		20,000
	CD'A Locust Street	T50N R4W S12	
	CD'A Linden	T50N R4W S12	
	CD'A 4th Street	T50N R4W S4	
	CD'A Atlas	T50N R4W S1	
5	Dalton Gardens	T51N R4W S25	2,000
6	Emerald Estates	T51N R4W S11	350
7	H&D Trailer Court	T50N R4W S3	
8	Hacienda Hills	T51N R4W S22	75
9	Hayden Lake Irrigation Dist.	T51N R4W S14	1,500
10	City of Hayden Lake	T51N R4W S11	1,750
11	Hayden Orchards	T51N R4W S11	200
12	Hillside	T51N R4W S23	560
13	Hoffman Addition	T51N R4W S36	300
14	Honeysuckle Court	T51N R4W S23	150
15	Honeysuckle Hills	T51N R4W S23	300
16	Kootenai County Airport	T51N R4W S15	100
17	Leisure Park	T51N R4W S26	48
18	Mountain View Trailer Park	T51N R4W S11	120
19	Pine Hayden	T51N R4W S24	25

20	Pineview Estates	T51N R4W S11	150
21	Rimrock	T51N R3W S18	950
22	Sun Aire Mobile Estates	T51N R4W S14	100
23	Sunrise Terrace	T51N R4W S35	185
24	Transtector	T51N R4W S15	50
25	Valley Green	T51N R4W S15	175
26	West's Trailer Park	T51N R4W S35	26
27	Alpine Meadows	T51N R4W S26	170
28	Atlas Acres	T51N R4W S28	14
29	Bar Circle S	T52N R4W S26	75
30	Boulevard Motel	T50N R4W S10	35
31	Country Live-in	T52N R4W S27	55
32	Dexco Mini Mart	T50N R4W S25	25
33	Dry Acres Water	T52N R4W S33	80
34	Reamy Water	T51N R4W S17	25
35	Food Stop	T50N R5W S1	25
36	Franklin St Water	T51N R4W S26	60
37	Garwood Water Coop	T52N R4W S24	100
38	Harding Acre Tracts	T50N R5W S12	40
39	Hidden Hills	T50N R4W S5	70
40	Huetter Rest Area	T50N R4W S5	50
	City of Huetter	T50N R4W S5	90
41	Malabar Mobile Home Park	T50N R5W S1	75
42	Ohio Match Estates	T52N R3W S18	25
43	Ohio Match Road Water	T52N R4W S24	150
44	Panhandle Mobile Estates	T52N R4W S22	120
45	Panhandle Mobile Home	T52N R4W S27	45
46	Panhandle Village (#1)	T52N R4W S27	160
	Panhandle Village (#2)	T52N R4W S27	
47	Pinegrove Duplexes	T50N R4W S10	40
48	Pinehaven Mobile Home	T52N R4W S29	70
49	Pinevilla Estates	T50N R4W S6	480
50	Pineywoods Trailer Park	T50N R4W S4	35
51	Port Truck Stop	T50N R4W S6	50
52	Post Falls (Greenferry)	T50N R5W S1	portion of 4125
53	Prairie Water	T51N R5W S25	25
54	Ranch Valley	T52N R4W S33	35
55	Rathdrum (Dog Pound)	T52N R4W S31	1140
	Rathdrum (New Well)	T51N R5W S1	
56	Ross Point (Syringa)	T50N R5W S1	3,000
	Ross Point (HWY 41)	T51N R5W S36	
	Ross Pont (20th Street)	T51 R4W S31	
57	Ross Point Baptist Camp	T50N R4W S7	50
58	Royal Highlands	T50N R4W S6	275
59	Savory Mobile Home Park	T50N R5W S1	120

Source: Idaho Department of Environmental Quality 1991

Table 4: Rathdrum Prairie Monitoring Wells Located within the Study Area

Number	Monitoring Well Name	Location
1	Rathdrum Dog Pound	T52N R4W S31
2	L.A. Aluminum	T51N R4W S15

3	Avondale Well	T51N R3W S18
4	Dalton Gardens Well #1	T51N R4W S25
5	CD'A -Locust Street	T50N R4W S12
6	CD'A –Linden Street	T50N R4W S12
7	CD'A –Atlas Well	T50N R4W S4
8	Ross Point – HWY 41	T51N R5W S36
9	Post Falls -Greenferry #4	T50N R5W S1
10	Ross Point –Syringa	T50N R5W S1
11	Hayden Pines	T51N R4W S24
12	USFS Nursery	T51N R4W S34
13	South River Water Assn.	T51N R4W S15
14	Rathdrum –New Well	T51N R4W S1
15	Kootenai County Airport	T51N R4W S15
16	Turrell Well	T50N R4W S2

Source: Idaho Department of Environmental Quality 1991

Table 5: Waterbodies Listed as Water Quality limited under Section 303(d) of the CWA

303(d) Listed Waterbody	Parameter(s) of Concern
North Fork of Mica Creek	Bacteria Dissolved Oxygen Habitat Alterations Nutrients Sediment
Kid Creek	Habitat Alterations Nutrients Sediment
Cougar Creek	Habitat Alterations Nutrients Sediment
Lake Coeur d'Alene	Metals
Spokane River	Metals Temperature
Hayden Lake	Nutrients Sediment
Rathdrum Creek	Nutrients Sediment

Source: USEPA 2000d, 2000e

Table 6: Superfund Sites Potentially Located in the US 95 Corridor Study Area

Facility Name	Location	City
Coeur d'Alene Groundwater	on Government Way, north of Appleway	Coeur d'Alene
Deming Industrial	2945 Government Way	Coeur d'Alene

Source: U.S. Environmental Protection Agency 2000a, Painter 2000

Table 7: Leaking Underground Storage Tank Sites in the US 95 Corridor Study Area

Site Name	Location	Status	Status Date	LatDeg	LatMin	LatSec	LongDeg	LongMin	LongSec
NORTHWEST RESORTS INC	E 1100 LAKESHORE DR	Site Cleanup Completed	6-Oct-93	47	40	0.372	116	46	10.632
CITY OF COEUR D'ALENE	710 MULLAN AVE	Site Cleanup Completed	1-Mar-94	47	40	18.912	116	46	32.52
G D PHIPENNEY	7TH & MONTANA	Site Cleanup Completed	1-Oct-92	47	40	48.432	116	46	27.84
LAKE CITY FORD	1508 N 4TH	Site Cleanup Completed	9-Mar-94	47	41	11.544	116	46	46.56
BEAUDRY MOTORS INC	1701 N 4TH	Site Cleanup Completed	22-Nov-93	47	41	17.88	116	46	46.56
UNOCAL 4863	N 2304 4TH ST	Site Cleanup Completed	8-Nov-91	47	41	38.004	116	46	46.488
BRACK'S SUPPLY	1823 N 4TH	Site Cleanup Completed	20-Nov-95	47	41	21.912	116	46	46.524
WASHINGTON WATER POWER	510 BEST AVE	Site Cleanup Completed	23-Jun-93	47	42	3.168	116	46	42.348
TOBLER'S MARINA	S HAYDEN LAKE RD	Site Cleanup Completed	15-Mar-94	47	45	2.412	116	46	7.896
TOBLER'S MARINA	E 3400 S HAYDEN LAKE DR	Site Cleanup Completed	6-Apr-99	47	45	2.412	116	46	7.896
JAMES KUEHNLE	NW CORNER GOVERMENT WAY & LACY	Site Cleanup Completed	25-Jul-94	47	46	12.108	116	46	57.36
CONOCO/MODERN RADIATOR	105 W SHERMAN AVE	Site Cleanup Completed	9-Jun-93	47	40	26.832	116	47	4.416
CITY PARK CEMETERY SHOP	1053 C ST	Site Cleanup Completed	21-Oct-92	47	40	56.532	116	47	18.888
NORTH IDAHO COLLEGE	1000 W GARDEN AVE	Site Cleanup Completed	28-Sep-90	47	40	37.128	116	47	46.284
U-SAVE AUTO RENTAL	302 NORTHWEST BLVD	Site Cleanup Completed	10-Feb-94	47	40	37.776	116	47	15.18
COEUR D'ALENE GARAGE 1400-XO1	W 450 PARK AVE	Site Cleanup Completed	24-Feb-93	47	40	34.176	116	47	24.648
CITY OF COEUR D'ALENE	LAKESIDE & SE 1ST	Site Cleanup Completed	22-Dec-93	47	40	27.408	116	47	3.48
COEUR D'ALENE DIST 1 YARD #1170	1917 GOVERNMENT WAY	Site Cleanup Completed	19-Apr-93	47	41	37.896	116	47	6.54
UNOCAL BULK PLANT/CLARK OIL	108 HARRISON	Site Cleanup Completed	13-Oct-94	47	41	10.896	116	47	6.576
GTE NORTHWEST INC CDA GAS SHED	1422 GOVERNMENT WAY	Site Cleanup Completed	10-May-91	47	41	18.42	116	47	7.08
CDA SCHOOL DISTRICT	LOCUST ST	Site Cleanup Completed	28-Mar-91	47	41	32.208	116	47	6.54
UHAUL	W 750 APPLEWAY	Site Cleanup Completed	15-Jul-98	47	42	3.168	116	47	39.12
COEUR D'ALENE JIFI STOP	201 W APPLEWAY	Site Cleanup Completed	16-Apr-98	47	42	3.168	116	47	11.94

Table 7: Continued

Site Name	Location	Status	Status Date	LatDeg	LatMin	LatSec	LongDeg	LongMin	LongSec
SANDE'S CHEVRON FOODMART	W 406 APPLEWAY	Site Cleanup Completed	1-Jul-93	47	42	3.168	116	47	22.056
COEUR D'ALENE JIFI STOP	W 201 APPLEWAY	Tank Release Under Control	2-Sep-99	47	42	3.168	116	47	11.94
DAN BARTON OLDS	HWY 95 & DALTON AVE	Site Cleanup Completed	3-Mar-93	47	43	20.748	116	47	24.36
CO-OP SUPPLY CO INC	5831 N GOVERNMENT WAY	Site Cleanup Completed	6-Feb-96	47	43	35.724	116	47	8.538
ATLAS BUILDING CTR	HWY 95 & KATHLEEN	Site Cleanup Completed	5-Nov-92	47	43	2.748	116	47	33
DEXCO	7415 N GOVERNMENT WAY	Site Cleanup Completed	3-Dec-97	47	44	36.8736	116	47	8.5812
OLD MAZDA DEALERSHIP	9925 N GOVERNMENT WAY	Site Cleanup Completed	1-Mar-94	47	45	41.868	116	47	11.04
LOUISIANA PACIFIC CORP	13455 N GOVERNMENT WAY	LUST Cleanup Initiated: Petroleum	19-Oct-98	47	47	29.364	116	47	6.9
KIDD ISLAND BAY MAINTENANCE SHOP	W 5800 KIDD ISLAND BAY RD	Site Cleanup Completed	12-Jan-94	47	38	6.936	116	48	1.872
WI FOREST PRODUCTS	1401 W DAVIDSON	Site Cleanup Completed	5-Apr-93	47	41	29.22	116	48	11.016
JACKPOT FOOD MART	1801 NW BLVD	Site Cleanup Completed	21-Sep-90	47	41	31.848	116	48	3.276
GREAT NORTHERN EQUIPMENT	1212 APPLEWAY	Site Cleanup Completed	2-Aug-93	47	42	3.168	116	48	1.548
CITY SHOP	4100 RAMSEY RD	Site Cleanup Completed	15-Mar-91	47	42	38.682	116	48	25.297
EMPIRE AIRLINES INC	11101 AIRPORT DR	Site Cleanup Completed	18-Aug-93	47	46	14.808	116	48	43.956
LAKES HIGHWAY DIST	11311 N RAMSEY RD	Site Cleanup Completed	23-Dec-94	47	46	31.224	116	48	26.244
RESORT AVIATION SERVICES INC	11301 AIRPORT DR	Site Cleanup Completed	1-Jan-89	47	46	19.452	116	48	39.672
COEUR D'ALENE GOLF COURSE	2201 S FAIRWAY DR	Site Cleanup Completed	27-Jun-94	47	42	10.2204	116	49	14.239
CENTRAL PRE-MIX CONCRETE CO	2500 W SELTICE	Site Cleanup Completed	27-Jun-94	47	42	14.976	116	50	41.388
HICO COUNTRY STORE	791 HWY 41	Site Cleanup Completed	22-Aug-95	47	42	56.772	116	53	34.62
LAKELAND SCHOOL DIST BUS GARAGE	1569 STATE HWY #41	Site Cleanup Completed	5-Mar-92	47	48	58.284	116	53	9.24

Source: Idaho Department of Environmental Protection 2000a

Table 8: Underground Storage Tank Sites in the US 95 Corridor Study Area

Name of Facility	Location	Description	LatDeg	LatMin	LatSec	LongDeg	LongMin	LongSec
AL'S SINCLAIR	602 SHERMAN AVE	Gas Station	47	40	25.068	116	46	38.424
BOLLER'S AUTOMOTIVE	1148 N 4TH ST	Other	47	40	59.448	116	46	46.956
COEUR D'ALENE CTRL OFC (1010-BO1)	623 WALLACE	Utilities	47	40	36.624	116	46	38.316
NORTHWEST RESORTS INC	E 1100 LAKESHORE DR	Other	47	40	0.372	116	46	10.632
COEUR D'ALENE FIRE DEPART	320 FOSTER	Local Government	47	40	42.888	116	46	54.84
CITY OF COEUR D'ALENE - CITY HALL	710 MULLAN AVE	Local Government	47	40	18.912	116	46	32.52
RAY'S CHEVRON	1008 N 4TH ST	Gas Station	47	40	54.696	116	46	47.172
THE COEUR D'ALENE RESORT	LAKE COEUR D'ALENE	Other	47	40	19.956	116	46	54.804
HITCHES UNLIMITED	1303 SHERMAN AVE	Gas Station	47	40	24.636	116	46	1.272
CITY OF COEUR D'ALENE	424 SHERMAN	Local Government	47	40	25.176	116	46	47.712
ZIP STOP	701 SHERMAN AVE	Gas Station	47	40	24.996	116	46	33.276
G O PHIPENNEY	7TH & MONTANA	Local Government	47	40	48.432	116	46	27.84
AAMCO TRANSMISSION	415 N 3RD ST	Commercial	47	40	37.776	116	46	53.184
DONALD P CAMPBELL	518 4TH ST	Commercial	47	40	38.676	116	46	47.856
M & C TIRE	1145 N 4TH	Commercial	47	40	59.34	116	46	46.956
COMMERCIAL PRINTING	504 LAKESIDE AVE	Commercial	47	40	27.948	116	46	42.456
FREEWAY JIFI STOP	2105 N 4TH ST	Gas Station	47	41	31.128	116	46	46.488
LAKE CITY FORD	1508 N 4TH	Auto Dealership	47	41	11.544	116	46	46.56
KNUTSEN CHEVROLET CO	1710 N 4TH ST	Auto Dealership	47	41	18.204	116	46	46.56
BEAUDRY MOTORS INC	1701 N 4TH	Auto Dealership	47	41	17.88	116	46	46.56
UNOCAL 4863	N 2304 4TH ST	Not Listed	47	41	38.004	116	46	46.488
U-RENT	2111 N 3RD	Other	47	41	46.248	116	46	51.672
DAVID M KOHLI	2301 N 4TH ST	Gas Station	47	41	37.896	116	46	46.488
DAVID M KOHLI	2303 N 4TH	Gas Station	47	41	37.968	116	46	46.488
BRACK'S SUPPLY	1823 N FOURTH	Commercial	47	41	21.912	116	46	46.524
BORAH ELEMENTARY	632 BORAH AVENUE	Other	47	41	56.328	116	46	32.412
NORTH IDAHO COLLEGE ARMORY	717 E WALNUT AVE	Other	47	41	17.6712	116	46	31.2924

	BOX 5026"	Residential	47	41	1.752	116	46	35.112
WASHINGTON WATER POWER CO	510 BEST AVE	Utilities	47	42	4.168	116	46	42.348
7-ELEVEN #25528	409 E BEST	Gas Station	47	42	4.14	116	46	46.56
R C WORST & CO INC	625 BEST AVE	Commercial	47	42	3.168	116	46	35.616
A-N-D INC	356 E APPLEWAY	Gas Station	47	42	3.168	116	46	51.78
TOBLER MARINA	E 3400 S HAYDEN LAKE RD	Other	47	45	2.412	116	46	7.896
JAMES KUEHNLE	NW CORNER GOV'T WAY & LAC	Contractor	47	46	12.108	116	46	57.36
ALPINE COUNTRY STORE & RV	N 17400 HWY 95	Gas Station	47	49	48.18	116	46	38.604
CONOCO/MODERN RADIATOR	105 W SHERMAN AVE	Commercial	47	40	26.832	116	47	4.416
LUKES TRANSFER & STORAGE	705 LINCOLN WY	Not Listed	47	40	43.968	116	47	27.24
BOULEVARD CHEVRON	508 N W BLVD	Gas Station	47	40	39.288	116	47	16.26
CITY PARK	MULLAN & NORTHWEST BLVD	Local Government	47	40	33.492	116	47	11.472
CITY PARK CEMETERY SHOP	1053 C ST	Local Government	47	40	56.532	116	47	18.888
NORTH IDAHO COLLEGE	1000 W GARDEN AVE	State Government	47	40	37.128	116	47	46.284
IDAHO DEPARTMENT OF LANDS	701 RIVER DR	State Government	47	40	44.76	116	47	40.704
KOOTENAI COUNTY 1	501 GOVERNMENT WY	Not Listed	47	40	37.632	116	47	8.088
U-SAVE AUTO RENTAL	302 NORTHWEST BLVD	Local Government	47	40	37.776	116	47	15.18
COEUR D'ALENE GARAGE 1400	W 450 PARK AVE	Utilities	47	40	34.176	116	47	24.648
BROOKS SEAPLANE SERVICE INC	CITY DOCK, INDEPENDENCE P	Air Taxi (Airline)	47	40	24.564	116	47	10.32
HARBOR CENTER	W 1000 HUBBARD	Local Government	47	40	59.268	116	47	40.2
CITY LOT	NW BLVD & LAKESIDE	Commercial	47	40	27.408	116	47	3.48
HAGADONE SALES	117 COEUR D'ALENE AVE	Commercial	47	40	30.972	116	47	3.48
COEUR D'ALENE DIST 1 YARD	1917 GOVERNMENT WY	State Government	47	41	37.896	116	47	6.54
CLARK OIL CO	108 HARRISON	Petrolcum Distributor	47	41	10.896	116	47	6.576
KOOTENAI MEDICAL CENTER	2003 LINCOLN WY	Local Government	47	41	50.064	116	47	26.7

REGION 1 OFFICE	2320 GOVERNMENT WY	State Government	47	41	54.096	116	47	6.684
COEUR D' ALENE GAS SHED 1	1422 GOVERNMENT WY	Utilities	47	41	18.42	116	47	7.08
COEUR D'ALENE TOLL CENTER	2115 GOVERNMENT WY	Utilities	47	41	46.5	116	47	6.54
PIT STOP/MINI MART	1527 NW BLVD	Gas Station	47	41	23.208	116	47	55.788
GITTEL'S GROCERY	1201 GOVERNMENT WY	Other	47	41	14.028	116	47	7.188
TRANSPORTATION DEPARTMENT	103 POPLAR AVE	Not Listed	47	41	32.208	116	47	6.54
COEUR D'ALENE GAS MART	1932 GOVERNMENT WY	Other	47	41	38.724	116	47	6.504
GRANNIS PETROLEUM PRODUCT 2	1932 GOVERNMENT WY	Petroleum Distributor	47	41	38.544	116	47	6.54
SPECIALTY SALES & SERVICE	115 E HARRISON AVE	Auto Dealership	47	41	10.896	116	47	5.208
PETRO STOP N SHOP 1	350 W APPLEWAY	Gas Station	47	42	3.168	116	47	19.392
QWIK STOP #25	215 APPLEWAY	Not Listed	47	42	3.168	116	47	12.588
SANDE'S CHEVRON FOODMART	W 406 APPLEWAY	Gas Station	47	42	3.168	116	47	22.056
MCCOMISH FAMILY TRUST	3025 N GOVERNMENT WY	Commercial	47	42	27.7956	116	47	7.3032
UHAUL	W 750 APPLEWAY AVE	Other	47	42	3.168	116	47	39.12
COEUR D'ALENE JIFI STOP	201 W APPLEWAY	Gas Station	47	42	3.168	116	47	11.94
DRIFTWOOD INVESTORS	703 APPLEWAY	Not Listed	47	42	3.168	116	47	36.852
PARKER TOYOTA INC	470 KATHLEEN	Auto Dealership	47	42	52.992	116	47	31.848
ZIPSTOP CONVENIENCE	3675 N GOVERNMENT WY	Gas Station	47	42	47.0988	116	47	7.7748
SUNSET AUTOMOTIVE	320 W KATHLEEN	Not Listed	47	42	56.3868	116	47	18.6432
BOB M BROWN	2900 GOVERNMENT WY	Auto Dealership	47	42	23.7528	116	47	7.2348
HOLIDAY STATIONSTORE #84	304 HAYCRAFT	Gas Station	47	42	10.1062	116	47	24.1533
KATHLEEN CHEVRON	3840 N GOVERNMENT WAY	Gas Station	47	42	54	116	47	11
DAVID L PATZER	W 650 CLAYTON AVE	Petroleum Distributor	47	43	12.396	116	47	29.4288
DAN BARTON OLDSMOBILE CADILLAC	317 DALTON	Auto Dealership	47	43	20.748	116	47	24.36
CO-OP SUPPLY CO INC 2	5831 N GOVERNMENT WY	Gas Station	47	43	35.724	116	47	8.538
ATLAS BUILDING CTR	US 95 & KATHLEEN	Commercial	47	43	2.748	116	47	33
MARVIN G MILLER	W 625 DALTON AVE	Contractor	47	43	22.0368	116	47	43.476
C & R PLUMBING	6424 N GOVERNMENT WY	Contractor	47	43	49.2852	116	47	8.556
PLUMB-CO SUPPLY	155 E DALTON	Not Listed	47	43	21.9072	116	47	5.7768
KOOTENAI COUNTY SHERIFF DEPT	N 5500 GOVERNMENT WAY	Local	47	43	17.256	116	47	2.796

DEXCO MINI MART	7415 N GOVERNMENT WY	Government Gas Station	47	44	36.8736	116	47	8.5812
COEUR D ALENE MEMORIAL GARDENS	N 7315 GOVERNMENT WAY	Commercial	47	44	32.0172	116	47	8.6136
HAYDEN LAKE KARDLOCK	W 217 HONEYSUCKLE	Commercial	47	45	0.904	116	47	28.68
HAYDEN JIFI STOP	200 W HAYDEN AVE	Gas Station	47	45	32.256	116	47	15.684
C & R ENTERPRISES	8841 N COMMERCE DR	Gas Station	47	45	7.344	116	47	21.948
OWL CAFE	9178 N GOVERNMENT WAY	Commercial	47	45	53.928	116	47	7.368
MAZDA DEALERSHIP	9925 N GOVERNMENT WAY	Not Listed	47	45	41.868	116	47	11.04
HAYDEN DRY DOC	9582 GOVERNMENT WY	Other	47	46	10.236	116	47	7.116
ZIEGLER LUMBER CO	W 170 WYOMING	Other	47	46	24.564	116	47	14.424
7-ELEVEN #22630	N 9577 GOVERNMENT WY	Gas Station	47	46	10.02	116	47	7.116
ROTH BROTHERS	10191 N GOVERNMENT WY	Truck/Transporter	47	46	35.076	116	47	6.756
GPI FUELCARD	10391 GOVERNMENT WAY	Other	47	46	35.4	116	47	6.72
LOUISIANA PACIFIC CORP (4)	13355 N GOVERNMENT WY	Industrial	47	47	29.364	116	47	6.9
BEATTIE EXPLOSIVES INC	13650 N GOVERNMENT WY	Not Listed	47	47	37.68	116	47	7.008
MJB MATERIALS CO	N 13650 GOVERNMENT WY	Other	47	47	37.68	116	47	7.008
WORLEY HIGHWAY DIST	W 5805 KIDD ISLAND BAY RD	Local Government	47	38	6.936	116	48	1.872
MICA KIDD ISLAND FIRE ASSN	5815 W KIDD ISLAND RD	Other	47	38	7.332	116	48	1.404
YACHT CLUB SALES & SERVIC	N 1000 MARINA DR	Other	47	40	41.268	116	48	14.004
WI FOREST PRODUCTS	1401 W DAVIDSON	Industrial	47	41	29.22	116	48	11.016
JACKPOT FOOD MART	1801 NW BLVD	Gas Station	47	41	31.848	116	48	3.276
QWIK STOP #500	1720 NORTHWEST BLVD	Not Listed	47	41	32.316	116	48	2.124
LAFFERTY TRANSPORTATION CO	W 1580 BLACKWELL RD	Not Listed	47	41	9.78	116	48	32.148
UNITED PARCEL SERVICE 1	1704 GOLF COURSE RD	Truck/Transporter	47	42	16.7148	116	48	25.9308
GREAT NORTHERN EQUIPMENT	1212 APPLEWAY	Commercial	47	42	3.168	116	48	1.548
CITY OF COEUR D'ALENE	4100 RAMSEY RD	Local Government	47	42	38.682	116	48	25.2972
EAST SIDE HIGHWAY DIST	2903 RAMSEY RD	Local Government	47	42	9.18	116	48	24.84
GOODIES COUNTRY QUICK STOP	1675 W APPLEWAY	Gas Station	47	42	4.572	116	48	24.084
GRANNIS PETROLEUM PRODUCT 1	1421 W APPLEWAY	Petroleum	47	42	3.168	116	48	11.844

KOOTENAI COUNTY SOLID WASTE 1	RAMSEY RD	Distributor Local Government	47	42	39.528	116	48	15.48
KOOTENAI COUNTY FIRE PD #1	1712 GOLF COURSE RD	Local Government	47	42	16.7148	116	48	27.3744
CLARK OIL CO 2	3500 N RAMSEY RD	Other	47	42	24.4728	116	48	25.0812
GOODIES TEXACO	1650 W APPLEWAY	Gas Station	47	42	3	116	48	25
FAIRVIEW GROC AND GAS	1735 KATHLEEN AVE	Gas Station	47	42	57.4201	116	48	31.8677
GTE SUPPORT CENTER	747 W PRAIRIE AVE	Not Listed	47	44	40.956	116	48	21.564
MAVERIK DIST	HAYDEN & RAMSEY	Gas Station	47	45	33.84	116	48	26.496
HAYDEN LAKE TEXACO #331504	W 1615 HAYDEN AVE	Gas Station	47	45	32.472	116	48	11.772
NORTH HANGER	11101 AIRPORT DR	Air Taxi (Airline)	47	46	14.808	116	48	43.956
KOOTENAI COUNTY AIRPORT	11401 AIRPORT DR	Aircraft Owner	47	46	21.756	116	48	37.512
TRANSTECTOR SYSTEMS INC	10701 AIRPORT DR	Aircraft Owner	47	46	5.52	116	48	52.56
HAGADONE JETPORT	10955 AIRPORT DRIVE	Aircraft Owner	47	46	16.896	116	48	44.208
LAKES HIGHWAY DIST 1	11311 N RAMSEY RD	Local Government	47	46	31.224	116	48	26.244
RESORT AVIATION SERVICES	11301 AIRPORT DR	Other	47	46	19.452	116	48	39.672
HAYDEN AIR INC	N 10643 AIRPORT DR	Aircraft Owner	47	46	2.604	116	48	55.296
LOUISIANA-PACIFIC CORP AIR TERMINAL	11201 AIRPORT DR	Aircraft Owner	47	46	17.112	116	48	41.796
MACH AERO LLC	10555 AIRPORT DR	Air Taxi (Airline)	47	46	14.808	116	48	43.956
Y-J FOODS INC	W 3585 SELTICE WY	Gas Station	47	42	2.232	116	49	35.004
COEUR D'ALENE NURSERY	3600 NURSERY RD	Farm	47	42	57.2652	116	49	22.9944
COEUR D'ALENE GOLF CLUB INC	2201 S FAIRWAY DR	Not Listed	47	42	10.2204	116	49	14.2392
IDAHO DEPARTMENT OF LANDS (3)	3802 INDUSTRIAL AVE	State Government	47	43	27.2136	116	49	52.9752
HERN IRON WORKS	6225 ATLAS RD	Commercial	47	43	57.1584	116	49	43.5864
HAYDEN AREA SEWER BOARD	10789 N ATLAS	Local Government	47	46	11.2983	116	49	45.5658
CENTRAL PRE-MIX CONCRETE	2500 W SELTICE	Industrial	47	42	14.976	116	50	41.388
COEUR D'ALENE HONDA	2745 SELTICE WY	Auto Dealership	47	42	11.988	116	50	26.628

PRECISION WOOD PRODS	4002 INDUSTRIAL AVE	Industrial	47	43	27.036	116	50	10.2408
SCHWAN'S SALES	3906 INDUSTRIAL AVE	Not Listed	47	43	27.568	116	50	2.112
ENERGY PRODUCTS OF IDAHO	4006 INDUSTRIAL AVE	Industrial	47	43	27.036	116	50	10.5828
NORTHWOOD INDUSTRIES, INC	N 55 CEDAR ST	Not Listed	47	42	26.636	116	52	54.732
HICO CONVENIENCE CENTER	1589 HWY 41	Gas Station	47	48	59.292	116	52	53.796
BOB TURNIPSEED	E 5000 BOEKEL RD	Farm	47	48	9.4644	116	52	20.244
HAROLD WACHHOLZ	N 4750 MEYER RD	Not Listed	47	49	31.116	116	52	16.176
FAIRWAY GROCERY AND GAS #2	1446 HWY 41	Gas Station	47	49	12	116	52	57
HICO EXXON/ELDEN GOODWIN	791 HWY 41	Gas Station	47	42	56.772	116	53	34.62
GPI POST FALLS FUEL CARD	4200 E SELTICE WAY	Other	47	42	32.4	116	53	31.272
TOM L KELLY/RALPH HARVEY	E 3855 POLELINE RD	Gas Station	47	43	50.088	116	53	46.608
BNRR - RATHDRUM MICROWAVE	2 MI S OF RATHDRUM	Other	47	46	53	116	53	22
GILES A WARDIAN	798 HWY 53	Gas Station	47	48	53.712	116	53	31.38
ROD'S CONOCO SERVICE	HWY 53 & MILL	Gas Station	47	48	42.84	116	53	48.912
LAKELAND SCHOOL DIST BUS	1569 HWY 41	State Government	47	48	58.284	116	53	9.24
KORNERSTOP TEXACO	1538 HWY 41	Gas Station	47	48	42.3	116	53	16.584
RATHDRUM CENTRAL OFFICE (1320-BO1)	N 215 HWY 53	Utilities	47	49	6	116	53	11
IDAHO FENCE CO	N 585 PINES RD	Other	47	42	50.796	116	54	14.4
POST FALLS PARTICLEBOARD	POTLATCH RD & SELTICE WAY	Industrial	47	42	38.628	116	54	34.812
LAKESHORE CONSTRUCTION	2915 E SELTICE WAY	Other	47	42	38.664	116	54	34.02
CLARK OIL CO 3	3060 E SELTICE WAY	Gas Station	47	42	38.988	116	54	27.072
	BOX 2811"	Commercial	47	46	10.2	116	49	10.56

Source: Idaho Department of Environmental Protection 2000

Table 9: Potential Hazardous Materials/Waste Facilities in the US 95 Corridor Study Area

Facility Name	Location	City
Border States Trucking	920 N Corbin RD	Post Falls
Central Transport	6420 E Seltice Way	Post Falls
Century Publishing Company	5710 E Seltice Way	Post Falls
Idaho Asphalt Supply	4325 W Prairie Ave	Post Falls
Morts Dust Control	2960 E Killdeer Ln	Post Falls
Northwood Products	55 N Cedar	Post Falls
Country Cleaners	9297 N Government Way	Hayden
Country Cleaners	157 W Hayden Ave	Hayden Lake
ID DLE Drug Lab –Hayden Lake	7816 Baille St	Hayden Lake
LA Aluminum Casting	1905 W Miles Ave	Hayden Lake
Lakeshore Tie and Lumber	11220 N Government Way	Hayden
Maverick Distributors	1617 W Hayden Ave	Hayden Lake
Rimrock Explosives	13650 N Government Way	Hayden Lake
Unitech Composites	10413 Aero Dr	Hayden Lake
USDOT	Kootenai County Airport	Hayden Lake
Bloom Property (GTS Transmission)	11775 W Highway 53	Rathdrum
Dynamic Fabricators	1735 W Highway 53	Rathdrum
Warren Ponsness	768 Ohio St	Rathdrum
Solkleen Inc.	4525 W Highway 53	Rathdrum
Space Screw	678 Boekel RD	Rathdrum
EPA Emergency Response	Highway 53	Rathdrum
Advanced Input Devices	250 W Aid Dr	Coeur d'Alene
Altons Tire and Automotive	200 W Appleway	Coeur d'Alene
Blacks Fasteners	1823 N 4th St	Coeur d'Alene
Columbia Paint	2801 N Government Way	Coeur d'Alene
Cooperative Supply	5831 N Government Way	Coeur d'Alene
Dan Barton Oldsmobile	317 W Dalton Ave	Coeur d'Alene
Deming Industries	2945 N Government Way	Coeur d'Alene
Eagle Hardware and Garden	901 Appleway Ave	Coeur d'Alene
Federal Express Corp.	1717 Northwest Blvd	Coeur d'Alene
GTE	450 W Park Ave	Coeur d'Alene
ID AGRI CDA Tans Station	3650 Ramsey Rd	Coeur d'Alene
IDL Bureau of Fire Mgmt	3802 Industrial Ave	Coeur d'Alene
ITD-District 1	2902 Ramsey Rd	Coeur d'Alene
ITD-District 1	1917 Government Way	Coeur d'Alene
ITD-District 1	600 W Prairie	Coeur d'Alene
Knudtsen Chevrolet	1710 N 4th St	Coeur d'Alene
Lake City Radiator & Auto	4057 N Government Way	Coeur d'Alene
M & C Tire	1145 N 4th St	Coeur d'Alene
Northwest Pipeline Corp	T50N R4W S2 SW	Coeur d'Alene
One hour Martinizing	302 Spokane Ave	Coeur d'Alene
Parker Toyota	470 Kathleen	Coeur d'Alene
Peck & Peck Excavating	7560 N Government Way	Coeur d'Alene
Quality Auto Body	460 W Clayton Ave	Coeur d'Alene
Qwik Stop	1720 Northwest Blvd	Coeur d'Alene
Reid Brothers	350 N Appleway	Coeur d'Alene
Silver Lake Autobody	202 E Appleway	Coeur d'Alene
Sunset Dodge (Jerry's Body)	320 W Kathleen	Coeur d'Alene

Sunset Laundry	2514 N 4th St	Coeur d'Alene
U Haul Co.	750 W Appleway	Coeur d'Alene
Unique Printing Services	7600 Mineral Drive STE 600	Coeur d'Alene
Unique Wood	730 W Prairie	Coeur d'Alene
UPS- CDA	1704 Golf Course Rd	Coeur d'Alene
Unocal Bulk Plant	108 Harrison	Coeur d'Alene
Unocal	2304 N 4th St	Coeur d'Alene
US Forest Service	1201 Ironwood Dr	Coeur d'Alene
US DEA Drug Lab	3425 S Vista Dr	Coeur d'Alene
US EPA	3800 N Ramsey Rd	Coeur d'Alene
Waste Management Idaho	4902 Industrial Way	Coeur d'Alene
WI Forest Products	Northwest Blvd	Coeur d'Alene

Source: U.S. Environmental Protection Agency 2000b

Table 10: Threatened and Endangered Species, and Species of Concern Potentially Found in Study Area

Species	Status	Comments
Canada lynx	Threatened	Not expected to occur in study area T49N R4W S19 (museum specimen)
Gray wolf	Experimental/Non-essential population	Could potentially occur south of Spokane River
Bull trout	Threatened	Probable habitat - Lake Coeur d'Alene
Bald eagle	Threatened	Wintering area in corridor Cougar Bay Nest - T50N R4W S22
Water howellia	Threatened	Could potentially occur in study area
Ute ladies' tresses	Threatened	Could potentially occur in study area
Coeur d'Alene salamander	Watch	Could potentially occur south of Spokane River Occupied habitat in T49N R4W S13
Pygmy nuthatch	Watch	Probable nesting territories - T50N R4W S14, T50N R4W S22 Occupied habitat - T50N R4W S24
Clustered lady's slipper	Species of Concern	Potential habitat south of Spokane River, northwest of Rathdrum
Westslope cutthroat trout	Species of Concern	Occupied habitat -Mica Creek, Spokane River, Cougar Creek, Lake Coeur d'Alene, Hayden Lake
Selkirk Mountains woodland caribou	Endangered	Not expected to occur in study area
Grizzly bear	Threatened	Not expected to occur in study area
Kootenai River white sturgeon	Endangered	Not expected to occur in study area
Wolverine	Watch	Not expected to occur in study area

Sources: USFWS 2000, Conservation Data Center 2000

Table 11: Gap Data from CDC*

Species	Status
Western toad	Watch/Species of Concern
Northern leopard frog	Species of Concern
Northern alligator lizard	Watch
Red-necked grebe	
Hooded merganser	
Northern goshawk	Watch
Upland sandpiper	Watch
Black tern	
Flammulated owl	Watch
Northern pygmy-owl	Watch
Barred owl	
Great gray owl	Watch
Scotts oriole	
Yuma myotis	Watch
Long-eared myotis	Watch
Long-legged myotis	Watch
Townsend's big-eared bat	Watch

Source: Conservation Data Center 2000

*Note: The Federal Highway Administration requested that the CDC provide species lists based on habitat in addition to the standard species lists based on known occurrences. It is not possible for the CDC to produce lists based strictly on habitat. However, the Idaho Gap Analysis Project's (GAP) vertebrate distribution models are a reasonable substitute, and the GAP species list is based on those models. It includes only vertebrate species that breed in Idaho and does not include fishes. It also does not include rare plants or invertebrates. The vertebrate distributions are considered "predicted" because they are geographic information system representations based on intersections of known occurrences, cover type, and other habitat layers and have not been ground-truthed.